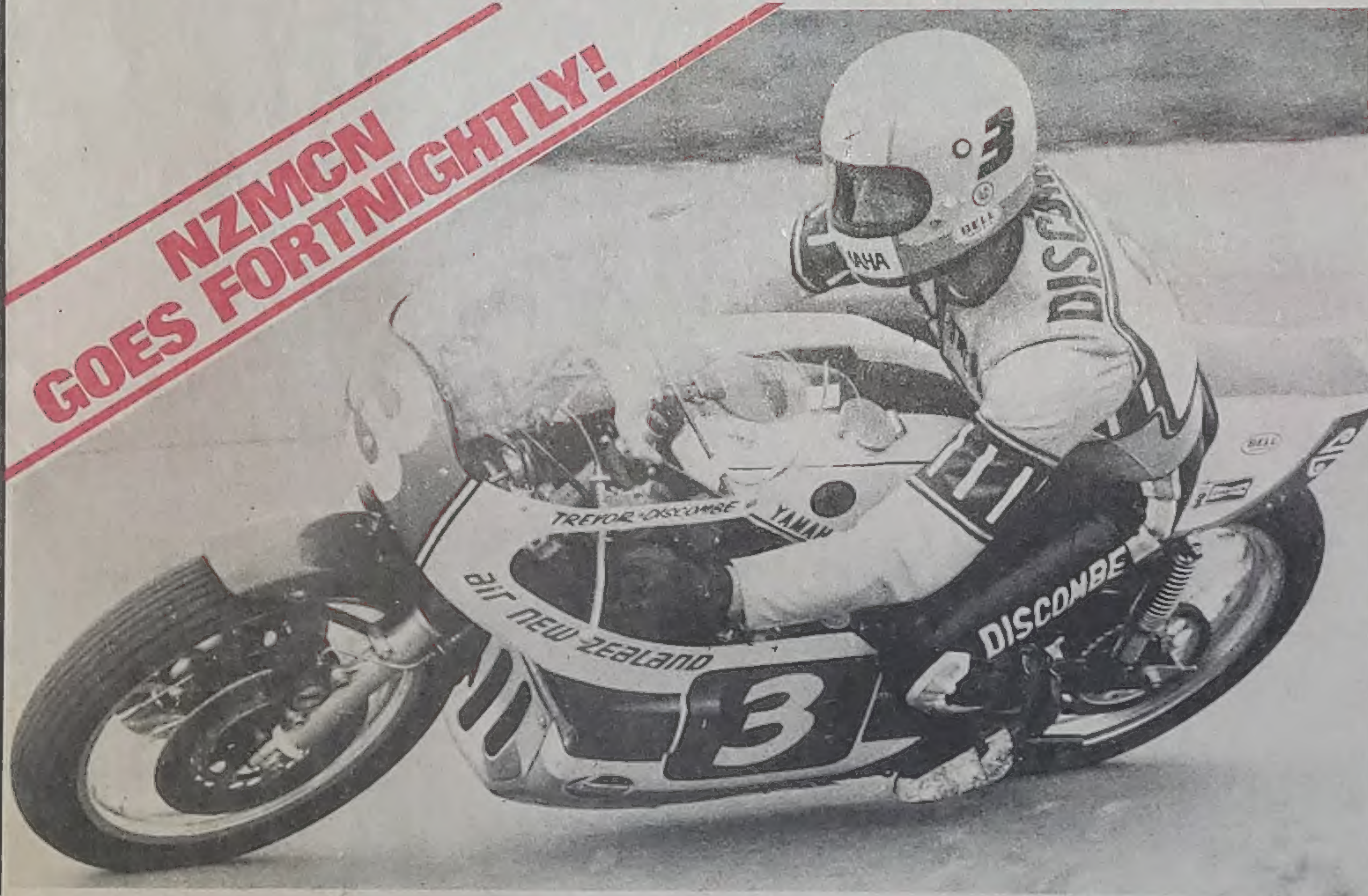


NEW ZEALAND'S OWN MOTORCYCLE PUBLICATION
REGISTERED AT POST OFFICE HEADQUARTERS AS A MAGAZINE
VOL. 2 No. 11 NOVEMBER 11 1974/25c

NEW
ZEALAND

MOTORCYCLE NEWS

**NZMCN
GOES FORTNIGHTLY!**



**MINI MARLBORO SERIES/TIMARU RUAPUNA
DALE WYLIE AND TREVOR DISCOMBE**

TALK TO N.Z.M.C.N.

TRAIL TESTS : BULTACO ALPINA AND

LOBITO/YAMAHA DT250A

Come to Marlboro Country



Come to where
the flavour is

1973-MARLBORO IS NOW THE WORLD'S BEST LIKED, BIGGEST SELLING CIGARETTE

MOTORCYCLE NEWS

U.S. Riders To Race In New Zealand

At least four top riders from North America look set to contest the enlarged Marlboro International road race series which has its first round at Gracefield, Lower Hutt, on December 22. In addition, riders from Asia, Europe and Australia have shown more than passing interest.

Doug Sehl, a 24-year-old Canadian who rides a works 750cc Harley Davidson in North America, is as certain as he can be that he will ride here. In the past Sehl has been primarily a dirt-track rider but he is now concentrating on road racing. The machine he will bring over is an improved version of the one which Scott Brelsford raced in the last two rounds of last year's Marlboro series. In fact Sehl says "It makes Scott's machine look obsolete" — he also hopes to have a five-speed gearbox fitted.

Canada has quite a few genuine road race circuits, so he will be prepared for New Zealand's short, "scratcher-type" circuits.

Sehl will be flying down with his machine and Canadian sponsor and should be in the country by December 15. Amco, the jeans people, are sponsoring him in New Zealand.

Jim Allen — The Canadian number one plate holder — is another very talented rider who is eager to sample the New Zealand circuits. Dale Wylie, who met with Jim while competing in North America, says he is a "very adaptable rider... he will particularly like Wanganui". Allen first rode a motor cycle in 1966 at the ripe old age of 21 but rose to become the Canadian number one in 1973 with 30 wins and six second placings in 41 starts. He became champion on Yamaha machines but is currently negotiating a contract with Suzuki and hopes some time in the near future to acquire one of the 500cc square-four GP bikes. In New Zealand, however, the chances are that he will ride Dale Wylie's own Yamaha TZ750.

A welcome return will certainly be extended to Pat Hennen — if talks he is currently having with Team Hansen Kawasaki permit. Hennen, who raced 500cc and 750cc Suzukis in the last Marlboro series, was far and away the top American Junior rider this season on his Yamaha TZ750. No doubt the experience gained from his trip to New Zealand stood him in good stead. He is scheduled to ride Hurley Wilvert's Kawasaki H2R in Australia before the start of the series but his course of action from there has yet to be decided. The only thing that would be likely to prevent him from racing here would be a directive from Team Hansen that he return to USA to acquaint himself with his machine. Otherwise he will either be aboard Wilvert's Kawasaki or another Hansen Kawasaki — or the ex-Perry

Suzuki 750. And as Hennen will be quick to point out, New Zealand's circuits are the ideal place to get to know a new machine.

Another TZ750 Yamaha rider from the USA who should be here is 18-year-old Oklahoman Phil MacDonald, who is believed to have competed in no less than five road races in his entire life at the time of writing. But be not fooled! At the recent AMA national at Ontario, California, he ran fourth in the main event's first heat, going so quick, it is said, he made Agostini look like he was going backwards. MacDonald has no major sponsor in the States and is being sponsored here by the Hutt Valley Motor Cycle Club, who will take him under their wing while he is in the country. This, we feel, is a commendable move which other clubs could well emulate.

Three other riders in that part of the world have shown keen interest in coming. Steve Baker, the Canadian Team Yamaha rider and number two plate holder, is one of them. The others are John Long — the top Junior rider in the USA the season before last and said to be the only rider to have won both Junior and Senior events at the same meeting — and a Yamaha rider by the name of George Miller, whom nobody seems to know of here.

Long has three TZ750's at his disposal and wants to get as much practice in as he can before the start of the next American season.

A four-man Indonesian team will also probably be on the grid on December 22. Smiling Hendra Tirtasaputra, who rode a magnificent race in the last series' Gracefield round for third place, should return with another water-cooled 500cc Suzuki. Sarsito Sa rode another of the Suzukis in the last series but this time he will bring the TZ750 Yamaha on which he has campaigned in South East Asia this year. Two newcomers to the country should be Beng Suswanto and Benny Hidayat, both TZ750 riders.

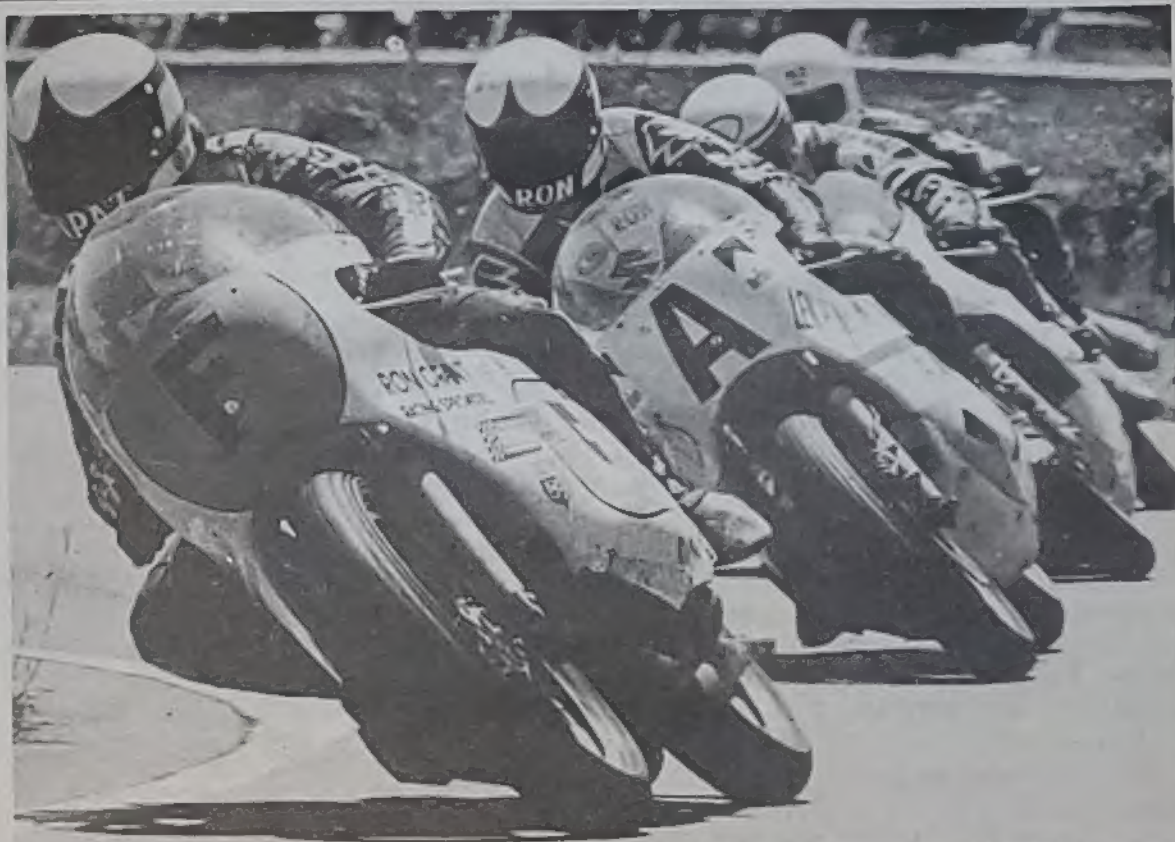
This month's Indonesian Grand Prix — in which Kiwis Dale Wylie, John Boote, Trevor Discombe and Stewart Avant have been invited to take part — will be the scene of discussions between Marlboro series co-ordinator Malcolm MacGregor and other top Asian riders.

Little is known of any Australian riders' intentions to cross the Tasman but in all probability Warren Wiling will be back, accompanied by

Contd on Pg 3

Goodfellow Injured

Eighteen-year-old Dunedin rider Gary Goodfellow crashed and cracked his left knee cap during the final race of a moto-cross meeting at Queenstown — just a few days before he was scheduled to leave with the unofficial New Zealand team for the Trans Tasman championship in Australia. He was operated on in Dunedin Hospital and a pin was put through his leg. It is possible that he won't be able to race seriously again this summer. This is a tremendous blow because he was showing tremendous early season form, having already won the New Zealand 350cc miniature T.T. championship. A full report of the meeting is inside.



Top American Junior Pat Hennen holding a tenuous lead in the final round of last season's inaugural Marlboro New Zealand International road racing series. Hennen is returning this season with a new six-speed works Kawasaki 750. Behind him in the picture are well-known Anglo American racer Ron Grant, John Boote and the eventual winner of the series, Dale Wylie. With the exception of Grant, who has now retired, all will be leading contenders for top honours this year.

Big Price Rises Coming

The cost of all motor-cycles landed in New Zealand is expected to rise steeply in the next few months. For some of the bigger machines, the increase in the retail price could be between \$300 and \$400.

The causes of this are many and varied but the most recent one is the Government's decision to devalue the New Zealand currency by nine per cent. Overnight, this automatically raised the cost of importing a machine by the same percentage.

The full effects of this are not yet being felt by the

motor-cycle trade. Most importers had big stocks already in the country ready for the summer selling season when the dollar was devalued. These won't be affected.

Mr Doug Cresswell, recently re-elected as chairman of the motor-cycle division of the New Zealand Motor Trade Association, feels that it will be at least two or three months before the full effect

of devaluation will be felt. But he warns that influences outside the control of New Zealand were also forcing prices up.

At the same time, the new hire purchase regulations (60 per cent deposit and repayments within 12 months) have helped to further depress the retail market. "In some areas, sales are down 25 per cent and

Contd on Pg 3

NZMCN GOES FORT-NIGHTLY

That's right — as of NOW New Zealand Motor Cycle News brings you all the very latest sports news plus articles, features, road tests, profiles, etc, EVERY TWO WEEKS. Same high standard; same format; same scintillating content — but twice a month. Next issue on sale November 25. Ensure your copy by subscribing now.

Cover:

Hamilton's Trevor Discombe [TZ750 Yamaha] heading for victory in the opening heat of the North-South contest at Ruapuna Park. He set a new lap record of 45.25 sec for the one-mile circuit.



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editorial

Prices of motor-cycles are going up and sales are going down — it has been one tale of woe after another for motor-cyclists and motor-cycle dealers in recent weeks. Price increases for at least one range of machines are expected to go up by almost a quarter shortly. And there is no guarantee that there will not be further increases after Christmas.

It is probably safe to say that there will be.

Some dealers, especially the smaller ones, are in danger of being forced into receivership and when there is a threat of this happening it is time the Government took a closer look at the situation. It could, very easily, put a little buoyancy back into the trade, and at the same time help itself.

All that is needed is a relaxation in the hire purchase regulations and the reduction of sales tax to bring motor-cycles into line with small cars. The need for this to be done was emphasised in last month's editorial and that was before devaluation. The need now is even greater.

If both these things were done, people would be encouraged to ride motor-cycles. This would naturally help the industry, which employs some 2500 people in New Zealand, and it would also result in a worthwhile saving in the fuel bill which is at the very heart of the economic problems troubling the country. The plain fact is that motor-cycles use much less fuel than cars and yet provide swifter transport.

The argument that motor-cycles should not be encouraged because of the high number of road accidents they are involved in does not really stand up to close examination. Most accidents in New Zealand occur at intersections and most motor-cycle accidents involve cars. It might interest a lot of people that in accidents involving cars and motor-cycles, the fault is, in a very high percentage of cases, that of the car driver.

A conclusion which could be drawn from this is that if there were more motor-cycles on the road and less cars, there would be fewer motor-cycle accidents. It is food for thought, don't you agree?

Rod Dew
EDITOR.

MX CLASSES

Sir, I must add my voice to the protests against the A.C.U.'s decision to retain the class system for another season in the New Zealand moto-cross championships. The news of this in your last issue came as a real disappointment to me. I had, wrongly it seems, assumed that when the Island Gold Star series reverted to the capacity system last season the national event would automatically follow. Not so. Now we have one system for the Island championships and another for the national championships. How silly can it get? As a keen spectator at moto-cross events, I find the A, B and C classes have limited interest. The A grade is the only one worth watching. In capacity classes, there is an equal interest in each. Riders not up to A grade standard should be satisfied with club racing until they improve. They shouldn't be catered for at national level.

M.W. Blomquist,
AUCKLAND

[What you say is perhaps a little strong but the points you make are completely valid. The A, B and C classes must be dispensed with as soon as possible. Having two different systems is unacceptable. — Editor].

TRIALS

Sir, I recently bought a copy of the New Zealand Motor Cycle news to send to my brother in the U.K. He does Trials riding in the UK and as he is hoping to come to Christchurch early next year I was wondering if you could tell me the names and addresses of the various clubs who do this type of riding, so I can let him know in advance.

I hope you will be able to help in this matter and look forward to hearing from you in due course.

Gillian Davies (Mrs)
CHRISTCHURCH

ANOTHER VIEW

Sir, I feel I must comment on some of the things said by Chris Harris in your September issue. With trials riding experience covering almost 20 years on and off, I feel qualified to do so.

Trials can be made up of sections which do not have to be bike wreckers, but can still be difficult. Provided the winner loses less points than the second man that is all that is required.

Do not write off the older rider who most likely has a lot to offer the sport by virtue of experience. Also, don't frighten off new competitors and also rans. Without these two groups you don't have much of an entry for trials. With bikes here almost double the U.K. price, riders are already at a disadvantage. A rider may be prepared to fall off, but his pocket may not be quite so happy about the bill. Sponsored riders do not have this bill to face, but too many bends and his sponsor may not be so benevolent.

GROUND RULES

Opinions expressed in the correspondence column are not necessarily those of the Editor, who reserves the right to shorten letters and correct grammar. Letters of 200 words or less will stand a greater chance of publication than those of greater wordage.

Trials need a time limit. Observers are as important to a trial as the riders. They can get bored watching the same section for hours, even fed up if the weather is not too good. Trials in the U.K. have a time limit, with perhaps an extra hour at so many points per minute.

I look forward to the expansion of the sport in New Zealand and hope to compete myself in the not too distant future. But expansion will not take place without 'old' men of Sammy Millers age and the rest of the also rans.

Derek Zissler,
WHANGAREI

SUPPORT

Sir, I agree completely with your editorial in the August issue concerning the 750 class. In order to make travel plans to New Zealand and Australia this winter I would like to know the dates of early 1975 races, in particular the New Zealand T.T. I have been following motor-cycling for 24 years and I have seen most of the great New Zealand riders

news to chch

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like Hugh Anderson, Rod Coleman, Ginger Molloy etc. Is Bob Coleman, the director of New Zealand Suzuki Importers, Percy Coleman Ltd, in Wanganui, the brother of Rod Coleman? Please don't forget to send me your magazine regularly by airmail.

Rudolf Voelkner,
New York,
UNITED STATES.

[Yes, Bob Coleman is a brother of Rod Coleman. Both are principals of Percy Coleman Ltd. — Editor]

NOT GENUINE ENDURO

The Hamilton club's Enduro of October 27th was described as a "genuine competition" in Paul Owen's Sports commentary. This is not correct because the only genuine Enduro run according to international rules is a point to point event and never more than one lap round a circuit no matter how large. The object of riding an Enduro is not only to test the endurance of rider and machine but is also a test of skill in maintaining a tough time schedule between checks.

The location of the checks are always secret (except a fuel check) and obviously if the event traverses the same course more than once then the checks become known which then makes the event a boring endurance contest and nothing more. The Enduro rules adopted by the NZACU at this year's conference are the invention of the Hamilton MCC so in fairness to the name Enduro please do not call them genuine.

Roy Middleton
Wellington Trail Riders Club.

PRODUCTION RACING

Sir, It would seem that there are several production racing riders, dealers, and motor-cycle enthusiasts who are not completely happy with all of the A.C.U. regulations covering production racing motor-cycles, particularly the clauses relating to eligibility, and strict adherence to manufacturers specifications.

I feel many people do not understand fully the thinking that went behind these rules when they were first formulated at Nelson on 1971. As a delegate who sat on the first Production Races Rules Sub-committee I feel I may be able to give some history which will help people to understand these rules.

During 1969 and 1970 production racing, as we know it today, was just starting to take off. The bikes sales boom had just begun. Many clubs were offering one or two races on their programme and in almost every case there were no hard and fast rules other than those laid down in the club's supplementary regulations sent out with the entry form.

Demands were made by delegates to formulate a set of standardised rules to cover this mushrooming section of the sport. The A.C.U.'s basic idea was to formulate a class of racing which would attract many new riders to the sport and also to give the public an idea how the ordinary motorcycle, which he or she could buy in a shop, would perform out on the race track. However, it was felt that if very expensive motor cycles or exclusive motor cycles or specialised tuning was allowed that this would defeat the purpose behind this theme. It was felt that commercial interests would take over and put top riders on imported production race specials and that they would dominate the sport. This would inhibit the ordinary rider on his standard bike

Contd on Pg 15

nzmcn calendar

NOVEMBER

- 3 Auckland club's moto-cross; Whakatane club's moto-cross at Matata; Hawkes Bay moto-cross at Smalls; Wairarapa club's scramble; South Island Gold Star moto-cross at Teddington.
- 9 Hawkes Bay club's trail run at Maraetotara. Gastrol Six Hours production event at Manfield.
- 10 Hawkes Bay club's trail run at Kaiwaka; Ohehunga club's scramble; South Island Gold Star moto-cross at Blenheim.
- 16 New Zealand Scott trial championship at Maraetotara; Auckland club's beach racing at Muriwai.
- 17 South Island Gold Star moto-cross at Christchurch; North Shore club's scramble at Redvale; New Zealand Scott trial championship (second day) at Kaiwaka; Wairarapa club's Harry Magham Memorial quarter-mile grass track meeting. Hamilton club's "Go Places" moto cross at Gordonton.
- 24 New Brighton club's Castrol moto-cross (tentative); Wairarapa club's all-day road trial; Papakura scramble.
- 30 Auckland club's short circuit racing at Pukekohe.
- 30 December 1: Shell road trial — Auckland

DECEMBER

- 1 Ixion club's Porirua Grand Prix road races
- 8 South Island Gold Star moto cross at Dunedin; Zone 3 Pall Mall moto cross at Wanganui
- 15 Zone 4, Pall Mall moto cross at Auckland
Central HB Motor Cycle Club's Scramble at Waipukurau.
- 22 First round Marlboro road race series at Gracefield, Hutt Valley
- 26 Second round, Marlboro road race series at Wanganui
- 28 or 29: South Island Gold Star moto cross at Nelson
- 31 Third round, Marlboro road race series at Bay Park, Tauranga



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Wellington Trail Ride Area

A recent announcement by the Wellington Regional Water Board that 10,000 acres in the Whakatiki catchment area be opened for trail bike riding has met with something less than favourable comment by local trail ride organisers.

According to Mr Roy Middleton, secretary of the Wellington Trail Riders club, the scheme is a "red herring to have as an excuse to get us out of there."

He told NZMCN "We are worse off now than we were before. Entry to this area has always been by permit only. Before this scheme was announced we had access to about 32,000 acres; we are now limited to less than one third of this."

A permit to ride on the former logging roads of the Whakatiki catchment area, which is situated in the Akatarawa Ranges north of Upper Hutt, has in the past been issued to the club on a group basis. Under the new scheme, each individual trail rider will be required to apply for the permit, which will cover a particular person on a particular machine and will not be transferrable.

"We as a club are now being treated as casual riders" said Mr Middleton. The permit will be valid for each outing only.

Mr Laurie Peterson, who organises trail outings for the

Ixion club, said "This scheme is a backward step for club members because they used to have access to the whole area. Responsibility has been taken out of the hands of organised trail riding groups, who will have no control in this type of scheme." He added that "loners" could benefit from the scheme.

The secretary of the Wellington Regional Water Board, Mr G.E. Sheehan, said the plan to open up the forest block will run for a trial period of 12 months. Few regulations



have been laid down but all riders must remain within marked boundaries otherwise they will be liable to prosecution for trespass. Machines must be registered and have mufflers.

Main access to the area is via Akatarawa Road, which connects Upper Hutt with Waikanae, and Karapoti Road, although alternative route exists from Paraparaumu on the eastern side of the Range.

The distance from Upper Hutt is almost eight miles there are no nearby residents to offend and there will be no danger of running down a party of tramps — they have been allotted a nearby 9000 acre block. However, four-wheel-drive vehicles will also be permitted to use the area.

Mr Sheehan commented that there were "quite a number of pitfalls" to be watchful of, including the effects on the firerisk, litter, and pollution of streams. Other consideration such as the dangers of two-way traffic will have to be ironed out during the course of the trial period.

Initially, supervision will be the responsibility of present forestry officials but further staff may ultimately be necessary.

The area should be opened some time in November. Permits will be available from the Water Board's offices in Wellington or from Forestry Department headquarters in Upper Hutt. No fee will be required.

Prices from Pg 1

In others they are down by as much as 33 per cent. There has been quite a down turn — make no error about that," Mr Cresswell said.

Most dealers report that September was their "worst ever" month (since import restrictions were removed) and some are staring in the face of insolvency. Some firms are now relying heavily on income from repairs to keep financially afloat.

They are not looking forward with eager anticipation to the inevitable price increases in the next few months, either. For them, it means people will buy cheaper bikes and fewer of them. On top of devaluation, there are increases in production costs in Japan (where most of the bikes come from) and shipping costs have recently risen by a staggering 27 per cent — a direct result of the Middle East countries increasing the price of crude oil.

So, unless there are some rapid changes in the economy, the motor-cycle boom period in New Zealand might be over before Christmas. There is, however, one bright light on the horizon. There is a possibility that the Government will reconsider the hire purchase regulations in regard to motor-cycles.

Marlboro from Pg 1

fellow TZ750 rider Gregg Hansford. Both have spent time racing in the USA during the past months, alongside Wylie and Boote, and both will be in razor-sharp form.

Other likely entrants are Ron Toombs (Kawasaki H2R), Ken Blake (Yamaha TZ750), Denny McCormack (Yamaha) and Murray Sayle (Yamaha).

Although four European riders have shown interest in the series, it is not expected that they will make the long trip out here. One of those interested enough to have written to the organisers giving details of his background is 1974 FIM Formula 750 champion, John Dodds. The 31-year-old Australian also rode his privately-entered Yamaha to fourth place in the 1974 350cc world championships.

Another who has written requesting details of the series is Englishman Charles Mortimer, fifth in the '74 350cc

world championships and winner of this year's Formula 750 Isle of Man TT on a TZ350 Yamaha. He wrote "I should very much like to compete in this series ..." but it is unlikely he or Dodds would journey this far without some sort of sponsorship or guaranteed prize money. To have either one of them come out here would provide a tremendous boost to the status of the series. Both are acknowledged masters of the art of "scratching" and could be relied upon to figure prominently in the Marlboro results.

Total prize money in the '74-75 Marlboro series will amount to \$25,000, half of which comes from Philip Morris Ltd for the two major heats at each meeting, and the other half of which will be spread among the supporting events. The winner of each heat will receive \$400 and prize money will be scaled down to \$20 for eleventh place.

Supplementary prize money includes \$10 to the leader of each lap of the two Marlboro heats at at least two rounds and \$50 to the recorder of the fastest lap in each Gracefield leg.

And of course New Zealand Motor Cycle News will again be encouraging local efforts by providing a suitable award. We haven't yet decided what form this will take but you can bet your boots it will be worth trying for!

Points allocation for the Marlboro series will be in line with the ACU system, i.e. nine points for the winner of each leg, seven points for second, down to one point for eighth place. A system proposed by Ginger Molloy based on the European method of awarding one point to the winner, up to twenty for twentieth place, with the overall winner being the rider with the least number of points, was considered but rejected.

HONDA DONATE TRAINING UNITS

Blue Wing Honda Ltd, the motorcycle importing subsidiary of Motor Holdings Ltd, have donated six motorcycle training simulator units to the Ministry of Transport for use in schools. Each simulator unit includes a Honda CB100 motorcycle.

The six training units will be used by the Ministry of Transport as the basis for training schools in Auckland, Hamilton, Palmerston North, Wellington, Christchurch and Dunedin.

The schools will be set up in conjunction with the three-tier licensing system for motor cyclists which is incorporated in the Transport Amendment Bill now before Parliament.

It is hoped that motor cycle clubs and the trade will help run the schools.

BAD BREAK FOR HISCOCK

Promising Lower Hutt road racer Dave Hiscock, who last year showed impressive form on a Triumph 750 Bonneville in production events, crashed heavily at the Timaru Mini-Marlboro event. He sustained a badly broken leg which looks like putting him out of racing for the rest of the season. Dave will be very disappointed as he had bought Gary Boote's water-cooled 500cc Suzuki to campaign in this summer's Marlboro series. Incidentally he is being looked after in Timaru Hospital by Dr Jim Cashman who has a clue or two about bikes himself, having welded spanners for Richard Tapper and Jim Landrebe in the past.

Sth. Island Trail Ride

For those who consider a trail ride to be nothing more than an afternoon's romp in the country, the recent two-day excursion by a group of veteran Christchurch and Timaru riders would seem like something out of "Mission Impossible".

The 10 riders in the party encountered snow drifts as well as the usual handicaps of trail riding on their 534-mile journey from Christchurch to the Dansey Pass Hotel in North Otago and return.



More than 5000ft up in the New Pass at Omarama, North Otago. That's Graeme Boyce "padding" his way through a snow drift. Looking on behind are Howard Anderson (on bike) and Bob Burns.

The two-day trip was mapped out by former world sidecar speed record-holder, Bob Burns, who is well known for his interest in trail riding. The party was taken through the Mackenzie Country into the Black Forest above Lake Benmore, then on to Oamaru and 5000ft up Elephant Hill before spending the night at Dansey's Pass.

Some of the snow conditions were quite frightening. "It was quite scary," Bob Burns commented afterwards. "We had to tramp a path through on some occasions before we could get the bikes through. Once through the snow drifts, we had to sledge down using our feet as brakes."

He remembers with some pleasure the reaction of a local farmer who walked into the Dansey Pass Hotel while they were relaxing in the bar at the end of the day. "Cripes, bikies without long hair — I don't believe it."

On the return journey, the party went over the 3000ft Hakataramea saddle into the Mackenzie Country and back to Timaru and Christchurch.

It was perhaps the members of the party, as much as the testing nature of the ride, which made this trip a little out of the ordinary. Apart from Burns, who still holds the New Zealand flying half-mile record at 164.5mph, the party read like a "Who's Who" of motor-cycling.

There was Alistair Sabiston, who was New Zealand open moto-cross champion — a title he shared with Allan Collison a few years ago. He rode a Matchless which he had restored (to his own specifications). Two other riders who had been very prominent on the scrambling front a year or two ago, Ray Johnston and Howard Anderson, were also there. Johnston is a former South Island champion and both have represented the South on many occasions.

Another, Don McNeill, is best known these days as a sponsor in moto-cross, but it was as a road racer that he made his name in the sport more years ago than he would care to recall. He is a former New Zealand representative to the Isle of Man T.T.

Ted Wharney has been a prominent administrator, particularly in trials, as well as a competitor. The rest of the party was made up by Graham Boyce, Cliff Batchelor, Reg Hyde and Derek Upton — all well known figures in motor-cycle sport.

There was another rider supposed to go — the Editor of NZMCN. But somehow or other he didn't make it to the starting line. He has lived to regret it. Next time, perhaps.

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Wylie planning to race in Europe next year

[By Rod Dew]

Twenty-four year old Kiwi road racing international Dale Wylie is back in New Zealand after nine months racing in the United States and has clearly derived considerable benefit from the experience if his brilliant performances in the mini-Marlboro meetings are a reliable guide.

However, he has no intention of contesting the full AMA championship circuit next year. He has agreed to ride in the Daytona 200 in March for an accessory company but then plans to fly to Europe for the northern season.

"The money is good in America but there is much too long between road races," Wylie explained. "Because flat track racing is included in the AMA championship as well as road racing, the two forms of

competition cannot be held at the same time. For a long time I was just left twiddling my thumbs."

His object in going to Europe is to get as much racing as possible. "There is a race every week over there. It is the constant competition I need."

He will, in a sense, be going back over old ground because three years ago he spent the northern summer in Britain. But he has matured greatly as a rider since then and this



Dale Wylie

time he has hopes of obtaining support from the Japanese Suzuki factory.

Woodley 'King' again at high-speed Hawkesbury

Blenheim rider John Woodley was in brilliant form in the Marlborough club's low-money but high-excitement tenth annual Hawkesbury road races, held on the superb four and a half mile circuit — the only genuine road circuit in the country — in the Omaka Valley.

Woodley was unmatched on his local track, his newly rebuilt Yamaha TZ350 scoring him a comfortable victory in the Hawkesbury championship — his second in succession.

And as well as setting a new lap record for the tortuous round-the-farms circuit, he filled major places in all supporting open and production class races.

This was a tremendous achievement considering he had spent the whole of the previous night driving to Christchurch for an electric box for the TZ350, fitting it and getting the bike running.

He had it in perfect order, but in the first race of the day it seemed as though Woodley would have to work hard for his money.

Wellington's Paul McLachlan led all the way to win on his Yamaha TZ700 and Woodley, 100 yards back, fought tooth-and-nail for second with another Wellingtonian Steve Dundon (Suzuki 500). Then Dundon holed a piston, and although he used a back-up bike in later races, never posed a threat.

Missing from the field were Christchurch's TZ700 fliers Stu Avant and Gary Boote.

Boote, who smashed his knee in Australia recently, rode round the course on a road bike early in the day, but found himself unable to change gear. He joined the spectators for the meeting.

Avant, although entered by Tommy's Suzuki Centre, has now switched to White's Wellington sponsorship and is riding his own TZ700 "semi-professionally" (his term). There wasn't enough money at Hawkesbury for him.

At \$50 for first in the championship he was right, and shortly the Marlborough club will have to decide whether to rely on the appeal of the circuit or to put up real money to attract name riders.



Woodley wheelies his rebuilt TZ350 Yamaha on the way to a splendid victory in the Hawkesbury championship.



Front wheel well clear of the deck, Blenheim's Chris Moller and rider M. Goodal (Suzuki 500) get a move on during a Hawkesbury sidecar event.

Woodley and McLachlan recorded speeds of up to 145mph — the 700 probably reaching a higher maximum as the time traps were close to the notorious Seven Oaks bridge and McLachlan had to shut off inside the timing zone.

Shining bright among the stars was Christchurch's Lyndsay McLeod who took two thirds and a fourth on the ex-Avant TZ350. Until recently a definite also-ran, McLeod showed a smooth consistent style on the tricky course.

In the production class, Woodley rode the Norjo Motors (Chch) 750 Kawasaki, after entrant Owen Galbraith dropped the H1R on corner one, race one, and broke a collarbone.

With two seconds and a third Woodley proved he's lost none of the touch that had him at the top of the production class a couple of seasons ago.

His competition came from 900 Kawasakis — established

scratcher Jon White (Timaru), and new names Eric Smith (Christchurch) and Chris Bishop (Wellington) kept him honest. Full credit must go to all three for handling the heavy road-burners at up to 125mph over the Blenheim bumps.

Exciting racing but too few outfits allowed national champion Stan Corbett (Suzuki) to gain three comfortable victories in the sidecar class. Timaru newcomer Lou Murray (Triumph) gave him some moments, but lacked the power to keep ahead.

For the record, Woodley's new lap time of 2min 56sec was some seven seconds under the old record. His race time in the six-lap (27 miles) championship was 19min 14.1sec.

Highest speed of the day was logged by McLachlan at 145mph (Woodley's best 144.66). The fastest production racer was Bishop at 125mph; the fastest sidecar, Corbett, 124mph.

WORTHWHILE

Although the road races were well-spaced in America, Wylie considers that the money and time spent were well worth while. "It will help me make more money later."

While he was there he rode a TZ750 Yamaha with somewhat mixed success. "I learned that you have got to race from the start to finish as fast as you can. There can be no letting up at all. All the races are long and the competition tough. If you let up even a little on one corner, a rider will pass you. If you do it again, another one will go past."

He said he only need to lower his times by a second a lap to get in amongst the top riders. With a bit more circuit knowledge he would have done this. "I felt so frustrated sometimes. There would only be a second between coming tenth and coming third. I knew that if I had been familiar with the circuits I would have been right up there with them."

But he agrees that one of the reasons for the trip was to learn about the US racing scene and he feels that if he attempts it again he will be much more effective. "If I persevered I can see no reason why I could not get a works ride."

EXPENSE

Oddly enough, Wylie prefers the somewhat shorter races in New Zealand. "Although the prize money is fantastic over there, I could actually earn more money per mile in the Marlboro series here in New Zealand. The races over there are so hard on a bike. At the end of just one race there are bits falling off and a complete overhaul is necessary. And everything is so expensive."

"Both Mike Sinclair (who acted as his mechanic) and I learned so much in the way of maintaining a bike. Because everything is so expensive, you either do it yourself or it doesn't get done. We learned half a dozen different trades through necessity."

Wylie also learned some rather important tricks of the trade. Fuel tanks are limited to five and a half gallons in the US and a four-cylinder Yamaha doesn't go too far on this. Riders beat this rule by expanding a standard tank with 100lbs of air pressure

before filling up. Then, on the slow down lap at the end, they knock the tank in with their knees to bring it back to the correct capacity.

Using this method, Wylie was able to get an extra half-gallon of fuel into his tank for the recent Ontario classic and by slip streaming wherever he could, he was one of the few able to complete both 100-mile legs without refuelling. The Yamaha did exactly 18 miles to the gallon for the 200-mile journey.

"At the end of the main straight, I was killing the motor before the braking area in a further effort to save fuel. It was pretty hairy riding."

NEW SUZUKI

He has brought back his TZ750 Yamaha to New Zealand and also a TZ250. But he has now tossed the cat in amongst the pigeons by announcing that he will ride a new TR500-Mark II Suzuki twin while he is in New Zealand.

Wylie was offered the use of the bike, originally brought to the country for Stewart Avant, and was a little dubious about going back to a twin in the face of the 750 Yamaha fours which would be ridden by his rivals. But the day after he arrived back, he took it out to Ruapuna Park and spent a solid three hours riding around the track.

At the end of it, he announced that the bike was simply "Fantastic. It is not quite as fast as the bigger Yamahas but it out-handles them. I feel so confident on it. I was never entirely happy on the Yamaha but I can feel that this is just right. And I know that it will still be running at the end of the season."

The bike is owned by former New Zealand grand prix champion Tommy McCleary jnr and Wylie will be sponsored on it by McCleary's company, Tommy's Suzuki Centre Ltd. Wylie is particularly pleased to be riding a 500 because this will now enable him to defend his New Zealand 500 championship, a title he thought he might have to let go. He also intends to have a crack at winning his first 250cc title on the TZ250.

Wylie is taking the Suzuki to Jakarta for the Indonesian Grand Prix in November 7, 8 and 9 and feels that he has a good chance of regaining the title he last held in 1971.

But his chief object in the down under season just getting under way is to win the Marlboro international series for the second successive season. "It is going to be a real hassle this year. Anybody who thinks that it is going to be easy is in for a shock. I don't think anybody will get five straight wins — it could be the man who stays aboard who takes the series."

TRADE LEADER FOR 15 YEARS



Mr D.N. Cresswell, of Christchurch, was re-elected chairman of the motor-cycle division of the New Zealand Motor Trade Association at its recent fifty-seventh annual conference in Auckland.

Mr Cresswell, the managing director of Velvin and Cresswell Ltd, has now held this position for 15 years.

Last year, he attended the Australasian distributors' conference at Coventry in Britain, regarding the rationalisation of the industry there. He also visited Australia, the United States, France, Italy and Japan. In all these countries, he inspected retail premises, factories and distribution outlets and also inquired into motor-cycle safety matters.

He is convinced that the New Zealand motor-cycle industry leads most of the world in its efficiency of service to the public, in the appearance of its premises, workshop equipment and in the capability of qualified staff.

The methods of training motor-cycle apprentices in New Zealand, he feels, also compare more than favourably with those employed in other parts of the world.

Discombe has sights set on winning Marlboro series

[BY ROD DEW]

No rider commands greater respect on New Zealand road racing circuits than 31-year-old Hamilton ace Trevor Discombe. He has been at the top of his sporting career for almost exactly a decade and there are certainly no signs yet of any fading of his powers or in his enthusiasm for racing.

Discombe is the uncrowned "king" of the 350cc class in New Zealand. He has won the national championship so many times that he has lost count. Last season he only competed in four of the eight rounds counting towards the series. He won all four but the title went to Christchurch's Stewart Avant.

He has now taken delivery of his sixth Yamaha 350, a water-cooled TZ, and is keen to regain the 350 crown. But he is after a bigger fish as well. He has his sights firmly fixed on winning the \$25,000 Marlboro international series which gets under way next month. And to help him on the faster circuits, he has now a TZ750 Yamaha.

RECORD-BREAKER

No doubts about his ability to step up from the 350 class could remain after his superb performances on the final day of the recent North-South match at Ruapuna Park. Discombe was unbeaten on the day and set a new lap record of slightly more than 45 sec. He now holds the enviable distinction of holding the lap record for four new Zealand circuits, — Ruapuna, Bay Park, Wellington and Pukekohe.

And if that is not ample testimony to his ability, add to it his great victory in the New Zealand T.T. championship at Pukekohe a few weeks

ago.

Yet the rider who has become known as "Mr Consistent" on the national circuit, is still not entirely happy with his performances on the big TZ750. "I've been winning on it but I have been coming in and thinking that I have not been riding well."

In spite of this, he is really looking forward to the Marlboro series. "I've got as much chance as anybody this time. But it is going to be a damn sight tougher than it was last year. I don't intend to use the 700 all the time. In some of the meetings I will use the 350. It is pretty quick and will be better suited to tracks such as Wanganui."

He rates Dale Wylie as the man to beat in the series. "The winner will be the rider who can put up the best all-round performance on the different circuits. Dale is bloody quick round Timaru, Wanganui and Ruapuna."

LONG CAREER

Discombe has been racing motor-cycles since he was 14 but he was not always a road racer. In his early years, he made quite a name for himself in scrambles and grass track meetings. He made the switch, he once said, because somebody told him a dirt racer could never become a top road racer. He took this up as a challenge and quickly made his mark.



Trevor Discombe

For a number of years he raced English four-stroke singles and in those days the New Zealand 350 title was rarely out of his keeping. Then, when the Japanese two-strokes came on the scene, Discombe was one of the first to make the switch. He had one of the first air-cooled Yamaha 350s in New Zealand and his initial successes included a double victory in the New Zealand

senior and junior grand prix events at Ruapuna Park. He also broke the lap record, the first of many at this southern circuit.

Discombe has also ridden with success on the South East Asian circuit and is always among the first to receive invitations from the organisers. He is, not surprisingly, one of five New Zealand riders offered an

expenses paid trip to the Indonesian Grand Prix at Jakarta on November 7, 8 and 9. But at the time of going to print he was doubtful whether he would accept.

"I don't know whether I want to go all the way out there just for one race. I manage a motor-cycle shop in Cambridge and I don't want to be away more than I can help. I am going to have a considerable amount of time off for the Marlboro series."

If the Singapore Grand Prix — cancelled last year because of the fuel crisis — is again held next Easter, he might consider going to that. If not, he will make another trip to Bathurst in Australia.

NO U.S. TRIP

Earlier in his career, Discombe harboured a desire to go to America and race in some of the major events, especially the Daytona 200. But he has now revised his ideas and plans to restrict his activities to New Zealand, Australia and South East Asia. "It is the high cost of racing which is the problem in America."

Although he has been racing longer than most riders, he still enjoys it. "I enjoy meeting people in the sport and it gives me a break away from work."

He is regarded by many as an ideal rider for young hopefuls to model themselves on. His machines are always in spotless condition, he never rides beyond his ability or the track conditions and yet he can get round most tracks faster than everybody else. Trevor Discombe has already earned himself a place among the "greats" of New Zealand motor-cycle sport.

Goodfellow Triumphs In N.Z. 350 Miniature T.T.

Eighteen-year-old Dunedin dirt racer Gary Goodfellow (250 Honda) scored the most important victory in his relatively short career when he won the final of the New Zealand 350cc miniature T.T. championship on an undulating high-speed course at Mairaki, in North Canterbury.

It was his first win in a national racing championship but if the manner in which it was achieved is anything to go by it will not be his last. He turned the tables on Christchurch riders John Nicholls (Honda) and Larry Ross (Montesa) with a spectacular show of aggressive riding after being forced to accept a subsidiary role to them in the earlier South Island championship.

Afterwards, Goodfellow, who has been racing since he was 16, expressed pleasure in his win. "I was certainly pleased to win that one. I wasn't too happy after the South Island event. My bike was down on power but I was able to do a bit of work on it before the New Zealand championship."

The change in him in the New Zealand final was indeed marked. He led Nicholls and Ross through the first turn and, although the race was



The battle is on for the NZ 350 miniature TT title. Gary Goodfellow (Honda) holds a tenuous lead as John Nicholls (Honda) tries to go round the outside.

half over before he fought his way clear of his two rivals, he was never headed at any stage.

Nicholls and Ross clung to him for four laps before becoming totally immersed in their own personal struggle for second. As they battled on, Goodfellow slipped slowly ahead.

NICHOLLS SECOND

For six laps, Ross held second place inches ahead of Nicholls. Then his Montesa appeared to go off-song slightly and he was forced to drop back. Nicholls set off after Goodfellow and succeeded in narrowing the gap appreciably. However, at the end of the eight laps, the

young Dunedin rider was still comfortably ahead and Nicholls had to be content with second.

Ross limped home in third place. The South Island 250 miniature T.T. champion, Graham Sword (RH Suzuki), got the better of an interesting mid-field tussle with Blair Carpenter (Honda), David Burns (Honda) and John Hanning (Honda) to claim fourth place.

It was Hanning who provided the excitement in this bunch. He was handily placed at the end of the first lap in fifth place, right up with the leaders. But on the second lap he tumbled down in a heap on a particularly slippery section of the course. When he remounted, he was down

to tenth. It said much for his ability that he had worked his way back to fifth by the end of the race.

Two riders who were expected to be leading contenders for the title, Ross Horsburgh and Paul Doecke, were unable to ride because of injury. Horsburgh, the winner of the South Island 350 T.T. title last season, was thrown off Nicholls' new Honda during a practice session earlier in the week. An arm injury required eight stitches. Doecke, a former New Zealand miniature T.T. champion, had not fully recovered from a foot injury.

S.I. TITLE

Horsburgh was particularly disappointed that he was unable to defend his South Island title but his absence detracted nothing from the event. Nicholls and Ross produced one of the most intense and exciting struggles seen on the 40-year-old Mairaki track for many years.

It was Goodfellow who made the best of the start, with Nicholls and former national scrambles champion David Burns (Honda) in hot pursuit. Ross was caught on the outside of the pack as it swept into the first bend and lost ground. But he came through with a rush and by the end of the first lap he was in third place behind Goodfellow and Nicholls.

Goodfellow clung to his lead for one more lap before Nicholls, riding like a man possessed, stormed through. A lap later, Ross went past the unhappy Dunedin rider as well and closed up on Nicholls.

From then on, they were never more than inches apart. Ross lost ground on the faster sections but made it up on the twisty bits. Twice he got in front of Nicholls but each time Nicholls got the lead back on the fast run in to the finishing

straight.

On the eighth lap, Ross got in front in what seemed a decisive move.

EXTRA LAP

But Nicholls threw his Honda around the outside on the sweeping curve entering the finishing straight. They flashed across the finishing line together, but Nicholls had the advantage — by no more than half a wheel. It should have been the end of the race. However, the lap scorers erred and the field was forced to complete another lap before receiving the chequered flag.

Fortunately, there was no change in the placings on the extra lap. Nicholls was still inches ahead of Ross with Goodfellow a distant third. Hanning took fourth place from Burns and Sword.

Dennis Sincok (Kawasaki) was first across the finishing line in all four 500cc races but was deprived of first place money in the opening event after an excursion outside the course marker pegs. The 125cc honours were shared between Larry Ross (Suzuki), Gary Goodfellow (Honda) and Andy Sintes (Honda).

Results of championship events were: [riders from Christchurch unless otherwise stated]: New Zealand 350cc miniature T.T. championship — First heat (five laps): L. Ross, Montesa, 1; J. Hanning, Honda, 2; B. Carpenter, Honda, 3. Second heat (five laps): G. Goodfellow (Dunedin), Honda, 1; J. Nicholls, Honda, 2; D. Burns, Honda, 3. Final (eight laps): Goodfellow, 1; Nicholls, 2; Ross, 3; Sword, Suzuki, 4; Hanning, 5. South Island 350cc miniature T.T. championship — First heat (five laps): L. Ross, Montesa, 1; G. Sword, R.H. Suzuki, 2; J. Hanning, Honda, 3. Second heat (five laps): P. Nicholls, Honda, 1; G. Goodfellow (Dunedin), Honda, 2; D. Burns, Honda, 3. Final (nine laps): Nicholls, 1; Ross, 2; Goodfellow, 3; Hanning, 4; Burns, 5.

Shirriffs Clinches Winter Series

Morley Shirriffs, of Palmerston North, won the Ixion Club's winter moto-cross series, finishing with two brilliant wins at the final meeting at Otaihangā.

Shirriffs took both legs of the meeting plus both of his qualifying heats for the day, riding the Honda 125 usually ridden by his brother, Rod.

With a total of 118 points for the five race series, Shirriffs finished 34 points ahead of second place getter Warren Lambess (Yamaha

500), of Masterton. Chris Maindonald (Honda 125), of Napier, was third with 64 points.

Racing on the day of the final meeting was exciting, although Shirriffs' lead was threatened only in the early stages of each of the two moto-cross legs. In both races, Peter Boyle (Suzuki 125) contested every inch with John Gibbons (Honda 125) for second place.

In the first leg, Stephen New (Malco 250) took the lead from Peter Boyle as the field spread out from the start. A pile-up of about a dozen bikes, 100 yards from the

start, put Morley Shirriffs at the back of the field while New, and Boyle continued.

After a lap, Boyle was leading with Gibbons, Wetzel, New and Rod Shirriffs (Honda 250) just behind. Morley Shirriffs had meanwhile threaded his way to eighth place. He passed his brother Rod on the next lap then battled with Bill Wetzel for a lap before passing him.

John Gibbons passed Peter Boyle in the deep muddy patch which was getting rapidly worse on a sweeping corner coming up to the start hill, as Shirriffs was shortening the 50 yards between himself and the two leaders.

The three fought for the lead for more than a lap until Shirriffs made the break. He was ahead but not drawing clear as they began to lap the stragglers.

With five minutes to go, Shirriffs was strengthening his lead, and Boyle, who was still suffering from an arm muscle he pulled at Martin the previous week, was just behind Gibbons. At the white flag Gibbons and Boyle began to pour everything into their riding. They were a few yards from the finish when Boyle passed to take second place.

All of the front three placegetters were riding 125cc machines in an open race. Morley Shirriffs said afterwards he found the Honda 125 the ideal bike for the rough course. He said his 250 was too tiring at Otaihangā. His only worry during the leg was when he was held up at the start. "I knew I was doing all right when I caught up to Warren Lambess," he said.

The start of the moto-cross second leg provided some drama as Boyle and Shirriffs raced for the lead. Shirriffs soon drew clear leaving Boyle to battle John Gibbons for second place. When, with a few laps gone, Shirriffs developed tank slap on a bumpy hill in front of the pits, he left the track but was able to return still 50 yards ahead of Gibbons.

Results (all races six laps except legs):

Race 1, 125cc.—M. Shirriffs, 1, P. Boyle 2, J. Gibbons 3.

Race 2, over 125.—W. Lambess 1, C. Fail 2, R. Shirriffs 3.

Race 3, trail bikes.—A' grade: M. Anderson 1, G. Page 2, R. Kinrkel 3. B grade: E. Nicol 1, P. Green 2, J. Clark 3.

Race 4, 125cc.—M. Shirriffs 1, P. Boyle 2, J. Gibbons 3.

Race 5, over 125.—W. Lambess 1, W. Wetzel 2, G. Trudgeon 3.

Race 6, trail bikes.—A grade: G. Page 1, M. Anderson 2, J. Willis 3. B grade: T. Lines 1, J. Clark 2, P. Green 3.

Race 7, 1st leg moto-cross; 20 minutes plus one lap.—M. Shirriffs 1, P. Boyle 2, J. Gibbons 3.

Race 8, consolation.—D. Bishop 1, N. Wright 2, G. Payne 3.

Race 9, all in trail.—G. Page 1, T. Lines 2.

Race 10, 2nd leg moto-cross.—M. Shirriffs 1, P. Boyle 2, J. Gibbons 3.

Boote Crashes In Australian 6 Hours

Kiwi international John Boote's bid for victory in the Australian Castrol six hours production race at Amaroo Park ended in spectacular fashion when he crashed his Kawasaki 750 after just 54min of racing. The crash was caused by the calliper mount on the disc brake which snapped as he braked for a slow right-hander.

At the time, he was lying fifth and right up with the leaders.

The crash was one of the

most spectacular seen at the circuit for some time.

"I have often wondered what it would be like to arrive at a corner without brakes. Now I know," Boote said afterwards. "I am not keen to repeat the experience. I did the only thing I could. I stepped off to the side, hit the deck and rolled."

His description of what happened is perhaps a little modest. As he left the bike, he performed a double cartwheel and knocked two flag marshalls flying. Although aggravating the shoulder injury he received in Indonesia, Boote was miraculously otherwise unhurt.

The Kawasaki, however, was badly damaged and his partner, Rob Hinton didn't even get on the track.

Galbraith Injured



Owen Galbraith

Better known for his exploits as a production rider, Owen Galbraith handed out a surprise or two on this 500 Kawasaki triple with a runaway victory in the final event of the motor-cycle races held during the car club day at Ruapuna Park.

Things were looking good for the Christchurch rider but a spectacular crash at

Hawkesbury a short time later left him in hospital with a broken shoulder. This is likely to keep him out of action for some time and might prevent him teaming with Allan Collison in the six hours production race at Manfield. They would have been the most favoured pairing for overall honours.

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Triple tie in Waikato Trial

An unusual triple tie for first place occurred in the fifth round of the Waikato trials championship, held by the Papakura Club at Oreo Point. National joint champion Greg Power [Ossa], B grader Trevor Bell [Ossa] and Trevor Clist [Suzuki] all finished with 15 points lost.

The tie was broken by taking the number of sections each rider "cleaned" into account. This left Bell in first place with 62 sections cleaned, one more than Power. Clist was third with 59 cleans.

Because Bell was competing in the B grade, A grade honours went to Power.

The sections were on the easy side but were interesting in spite of this. The trial was centred around a stream and good use was made of this.

Results were:-

A Grade, Greg Power, 250 Ossa, 15 pts lost, 1; Trevor Clist, 250 Suzuki, 15, 2; Cedric Stone, 250 Yamaha, 16, 3; Peter Martin, 250 Ossa, 20, 4; Brian Smith, 250 Yamaha, 24, 5; Stuart Marshall, 325 Bultaco, 60, 6; Errol McCabe, 250 Ossa, 78, 7; Jim Bedgood, 125 Honda, 80, 8.
B Grade, Trevor Bell, 250 Ossa, 15 pts lost, 1; Alister Grey, 250 Ossa, 30, 2; Ron Moore, 125 Honda, 63, 3; Murray Wardell, 125 Honda, 68, 4; Ron Stables, 325 Bultaco, 69, 5; Graham Cocks, 325 Bultaco, 70, 6; Huon Grey, 125 Honda, 81, 7; S. Bailey, 125 Honda, 85, 8.

Ploen at Kumeu



Peter Ploen [Suzuki] headed for victory in the 20 lap feature race at Kumeu.

National champion Peter Ploen [Suzuki], of Tauranga, was at his most brilliant best in New Zealand's richest moto-cross so far, held at Worrell's Farm, Kumeu. He won his heat and final of the 250cc class and led all the way to win the feature race and avenge his defeat by Moss Smith [Yamaha] in the earlier Great Leopard event.

More than 100 riders took part. With \$600 from the Onehunga Motor-cycle Club, \$500 from W.S. Stevenson and Sons Ltd and prizes totalling \$100 from Rothmans, organiser Bob Augustin had got together a total of \$1,200 for the meeting.

This sort of money attracted top riders from all over the country, including a South Island Honda team of Ross Horsburgh, Gary Goodfellow and John Nicholls. These boys looked really smart and distinctive in their black and white checked shirts.

All riders had to select one class of racing to compete in. No rider was allowed to bring three machines and enter all classes. This gave more riders a

chance to get a share of the prize money. The programme included two 125cc races with a B grade final and an A grade final. The 250cc class was the same. The 251cc to open had a heat and final. There were two consolation races and, finally, the 20 lap W. Stevenson Feature race.

A mud hole halfway round the course gave a little trouble to some competitors in the feature event but Ploen had built up quite a lead and was able to ease up over the last few laps. Smith tried to close the gap and made a good job of it but Ploen was not to be caught out a second time and he took the chequered flag first.

The meeting opened on a fine day after a day and night of heavy rain.

RESULTS:

Race 12 - 20-lap W. Stevenson Feature Race: P. Ploen (Suzuki), 1; M. Smith (Yamaha), 2; L. Love (Suzuki), 3.

Race 1: G. McRae (Honda), 1; R. Sherriffs (Honda), 2; H. Nelson (Honda), 3.

Race 2: P. Ploen, 1; R. Horsburgh (Honda), 2; W. Lambell (Yamaha), 3.

Race 3: M. Smith, 1; L. Love, 2; A. Major (Yamaha), 3.

Race 4: J. Gibbons (Honda), 1; R. Avris (Honda), 2; R. Palmer (Honda), 3.

Race 5: P. Boyle (Suzuki), 1; M. Sherriffs (Honda), 2; A. Collison (Honda), 3.

Race 6: M. Watt, 1; T. Nobbs (Yamaha), 2; C. Struthers (Honda), 3.

Power & Mitchell share national title

The National trials series has ended in a draw with top contenders Greg Power [Ossa 250] and Bruce Mitchell [Yamaha TY250] sharing the honours with a total of 54 points each. Third on 49 points was up-coming young trials star Peter Grinter [Ossa 250] on 49 points.

This is the points standing for the first three riders in the series after the sixth and final round held at Moonshine Valley, Wellington, in September.

Power, Mitchell and Grinter proved their prowess at this final trial which will be remembered by everyone for its hard, unrelenting yet cleanable sections.

It was without a doubt a trial that sorted the men from the boys with the winning rider on the day being Mitchell with a loss of 58 points. Power scored second on 59 and Grinter scored 62. Mitchell's win at Wellington was not enough to put him ahead of Power on the overall points standing. Based on the best four results, the winners finished the series with two wins and two seconds each - inseparable.

Peter Grinter had an unfortunate 'foot' when he dropped a steady foot only to knock over a section boundary flag and lose five points instead of only one. For Grinter this meant the difference to his being either third or equal first at Wellington and third or equal first in the series.

The trial was organised by the Ixion Motor Cycle Club who must be congratulated on an outstanding event. All sections were named and signposted and adequately (tongue-in-cheek) described in the excellent programme.

Sections went by the names of "Devil's Staircase", "Longbottom", "Fencebridge", "Rooted", "Power's Delight", "Mudhole" and, the daddy of them all, "Cwmgrwrach". Never mind how you pronounce it, getting up this section was a "Cwmgrwrach" of a job for all competitors bar Peter Grinter - who was the only one to clean it all day.

The names and the trickiness of the sections can be attributed in the main to the Harris's - in particular Chris Harris, last year's NZ trials champion now campaigning a Bultaco 325 in Britain.

Chris reconnoitred the trial ground with members of the Ixion Club before the event and "suggested" a few improvements. Some of these included "construction" of sections, mainly the deft placement of a few handy hefty rocks.

Nowhere was this more apparent than Cwmgrwrach ("a typical Welsh section" said Chris Harris before the trial) where a number of large boulders were placed in such a position as to turn the ascent of a normally reasonable stream into a psychological horror for most competitors. It was not dangerous, however, neither was it a bike breaker. In fact to make things equal to early and later runners the organisers actually "scrubbed" the main offending rocks free of slime. Such dedication - or was it

twinges of conscience - for this was a difficult one - endeared the section to all competitors and will definitely make it one to be remembered.

The tied trials champions will possibly still be shuddering at the thought of this one as Greg Power lost 15 points and Bruce Mitchell lost 13 points on this section alone.

RESULTS. Final [Wellington] round of National Championship Series.

Bruce Mitchell, 250 Yamaha TY, 58pts lost, 1; Greg Power, 250 Ossa, 59, 2; Peter Grinter, 250 Ossa, 62, 3; Cedric Stone, 250 Yamaha TY, 72, 4; Paul Swift, 250 Suzuki, 77, 5; Paul Symons, 325 Bultaco, 78, 6; Neil Harris, 250 Ossa, 79, 7; Peter Martin, 250 Ossa, 84, 8; Mike Harris, 250 Ossa, 84, 8; Dave Cumming, 250 Montesa, 87, 10.

New Zealand Championships results - final positions:

Greg Power, 250 Ossa, total points won: 54, 1; Bruce Mitchell, 250 Yamaha TY, 54, 1; Peter Grinter, 250 Ossa, 49, 3; Paul Symons, 325 Bultaco, 26, 4; Chas Swanson, 250 Ossa, 26, 4; Neil Harris, 250 Ossa, 20, 6; Kerry Miles, 250 Suzuki, 16, 7; Malcolm McGibbon, 250 Suzuki, 15, 8; Paul Swift, 250 Suzuki, 15, 8; Mike Harris, 250 Ossa, 13, 10.

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Pall Mall Bike



There is a disease afflicting the people in the offices of New Zealand Motor Cycle News in Wellington. It's being spread by Tim Gibbes of Palmerston North who probably has a name for it but we daren't print it. All we know is that every time the name Bultaco is mentioned the staff go misty eyed and weak kneed, work stops, pamphlets are produced, photos are pored over, thoughts ponder the dirt — off-road dirt that is.

It started way back in February this year when we had a morning-that-stretched-into-an-afternoon to be remembered on the farm of Ken Cleghorn (remember him in good olde moto-cross days) on a Bultaco Sherpa T350 and a couple of Pursangs — a 125 and a 350 with Tim Gibbes (he's forty-something and still riding mx) and it culminated in another day on a couple of bikes — once again on Ken's farm — that has resulted in this Bultaco-mania.

This time we managed to get our skinny legs astride two bikes that must rate as trail riding pacesetters — the Bultaco Alpina 250 and the Bultaco Lobito 175.

In saying that we must take a bow to the Bultaco Matador 250SD — there are a couple around the country — which is generally thought of as the bike around which all serious trail or enduro bikes should be judged. But the Matador, we believe, is much more a competition machine than either of the two Bultacos we tried and is supposedly that much more demanding to ride. The Alpina and the Lobito may slot into a niche behind the Matador in competition potential but in sheer fun and exhilaration they take a lot of beating. And when they are compared to other machines readily available here, for either competi-

tion or trail riding work, they are a couple of notches higher.

What makes both machines so good is a combination of factors — not the least being the Bultaco mystique. The very name coupled to that thumbs-up insignia; the knowledge that they are a small Spanish factory whose production is virtually tied to building competition machines, makes them interesting. Add to that a couple of motor cycles that have been developed slowly over a number of years — the 1974 Alpina for instance is the Mk 7 version — both from a solid, successful off-road competition background and, on paper, you've got something which is downright exciting.

The acid test with all such prodigies of course is riding them. We can report, with no flicker of a blush, that these machines surpass expectations — and we did expect something pretty good. The only sobering element about the time we had with the bikes was that they were better at trail riding than we were. And we don't mean that they were demanding machines — far from it — they were machines which lugged out the last vestiges of our (admittedly mediocre) skill and left room for lots more learning. So far above most bikes were they that you could perform feats with them easily that take a fair amount of skill with other, lesser machines.

The Alpina in particular, which has its heritage in Bultaco Sherpa T (trials)

machines, had an endearing quality about it that will remain in our memories for a long while.

It is so much a machine for inveigling from a rider the very best he's got. It is not a bike for the completely unskilled trialsman, not entirely because it is better than he, but because unless you can pit your skill with this bike to a greater than average ability you will never know what mind blowing fun there is to be had from a motorcycle. The man who knows what he is doing with this bike will explore his potential faster and further than he thought possible.

It's a formula bike that opens a new realm of trail riding possibilities. And it pays scant attention to road riding work, although it is street legal, for first and last it's a dirt bike.

It will take you almost everywhere; is an absolute wheelie king — if you can't get the front wheel airborne on this thing you never will; and the stronger, tauter frame solids the bike up so that it possesses little twitchiness or unwelcome deviations.

Due to its trial-type design it is in its element in tight, muddy, difficult going and it

PACESETTER TRAILBIKE

NZMCN
Rider's
Impression

BULTACO
BULTACO

Left: Lobito 175 in foreground;
Alpina 250 at rear.

will turn on a pin. The trail of the front forks has been increased however and this makes the bike more stable than a true trials mount on faster overland rides. It is not a fast bike in a straight line but, because it is so manoeuvrable, it is a reasonably fast trail bike and when it comes to the really awkward bits, whether it's uphill, through a deep stream or through a mudhole, it'll leave the others behind. It's in a class of its own.

The Lobito is somewhat different, mainly because it comes from a moto-cross background and also because this bike conforms, in some degree, to what is generally expected from a trail bike.

It will do everything that you want a trail bike to do and more. It has pillion pegs. It has a peaky, though very torquey engine that sends it along at what appears to be a faster off-road speed than the Alpina although the Alpina has a 250cc engine. And its steering geometry is such that fast, unnoticed bumps and turns hardly affect its line of travel.

Like the Alpina it has a strong frame that, even under the worst conditions, makes the bike feel solid. It simply does not twitch. The front wheel has no tendency to tuck under and the rear end,

although having hard suspension, tracks well.

Because of this the bike is ideal for fast trail rides and it would also perform more than adequately in the trail section of moto-cross events. In fact it would take some catching.

Initially the Lobito appeared easier to ride than the Alpina but we later felt that this was due to the fact that it is closer to a "normal" trail bike than the Alpina. The great willingness of the engine to pull from nothing right through was no surprise for we expected it of a Bultaco. But we also expected more peakiness in this engine. True, it was peaky. But it was the sort of top end thrust that comes from a strong powerful engine rather than from one working its guts out. So it was not so noticeable. And when we ran this bike on the road we found that it would pick up quickly in third gear and fourth gear more like a four stroke than a two stroke.

Both bikes share a number of features; fibre glass tank assembly, stainless steel mudguards and the same gear ratios for example, but in other ways they are very different.

Two Alpina models are imported here — the 250cc and the 350cc, but only one of a range of three Lobitos — the 175cc. Overseas the Lobito is

Pall Mall

of the Month

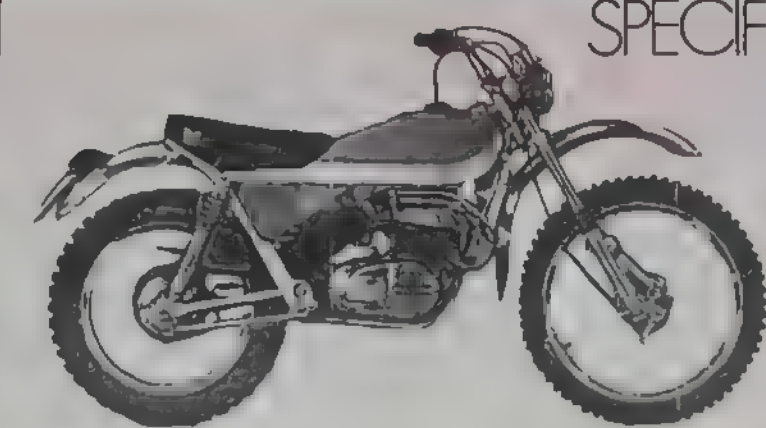
TER ES

ALPINA LOBITO

available in 75cc and 125cc capacities as well.

The Lobito looks very much smaller than the Alpina although the difference in height, at least, is only a matter of parts of an inch. It is however some 3-1/2 inches shorter and it weighs in at only 195lb compared to the Alpina's 213lbs (for the 250cc). Due to its short length the Lobito leaves very little room for two-up riding although it has pillion pegs. The Alpina allows no such niceties and is strictly a one-rider machine. Both have a distinctive fibre glass, two-tone tank assembly — the 250 Alpina being blue and white and the Lobito yellow and blue. If pretty colours matter to you — the Lobito looks the better of the two.

The Alpina has a double downtube frame and a shortened swinging arm, that makes for a harsh ride but assists in keeping that front wheel very, very light. The Lobito has a single downtube frame that leads to a relatively



BULTACO ALPINA

ENGINE: 250 — 2 stroke and 1 cylinder. Bore and stroke (mm) 72 x 60. Displacement (cc) 244.29. Compression ratio 9:1. 19.8 bhp @ 5500 rpm. ENGINE: 350 — 2 stroke and 1 cylinder. Bore and stroke (mm) 83.2 x 60. Displacement (cc) 326.03. Compression ratio 9:1. 21bhp @ 5000 rpm. GEARBOX: 5 speed in constant mesh 1st 0.287:1; 2nd 0.442:1; 3rd 0.625:1; 4th 0.821:1; 5th 1:1. IGNITION: Flywheel magneto. CLUTCH: Multiple plates in oil bath. SUSPENSIONS: Telescopic front, swinging arm rear. KNOBBY TYRES: 3.00 x 21" Front, 4.00 x 18" Rear. BRAKES: 125 x 25 mm front, 140 x 40mm rear. GENERAL DETAILS: Overall length 2020mm (79.3"); Wheelbase 1300mm (52.3"); Handlebars, height and width 1040 x 860mm (40.9" x 38"); seat height 750mm (29.5"), ground clearance 280mm (11.03"); Footrest height 350mm (13.7"); Gas-tank capacity 10 litres (2.2 US gals.) Empty weight — 250, 97kgs (213 lbs), 350, 98.5kgs (216 lbs). Price — 250 \$1344, 350 \$1438.

much longer swinging arm. Even so the ride is harsh. But it does help to keep the smaller, 19 inch, front wheel on this earth (Alpina has a 21 inch front) and must assist in the Lobito's better fast riding characteristics. Both bikes have superb brakes.

There must be a time when panic stops cause them to lock the wheels but we never found it and they are definitely as waterproof as any we have come across. There is a wee problem however. The foot-brake lever is on the left hand side and it certainly takes some getting used to. Maybe Bultaco will conform and move the brake lever over to the right hand side one day.

Suspension for both bikes is the same, with five-way adjustable coils at the rear and telescopic front. The Alpina front suspension was softer than that of the Lobito.

Gearing appeared to be better suited to the Lobito

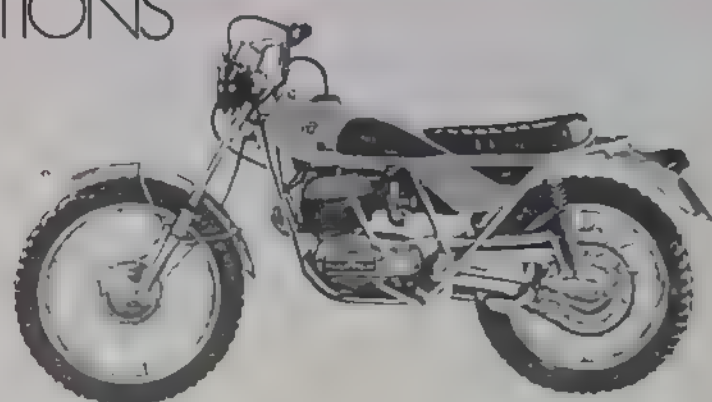
than the Alpina. Although both have the same ratios, different sized sprockets alter the final drive ratio and that on the Lobito fitted admirably. All gears were useable on this bike and they fitted the engine characteristics.

If a point could be raised to the detriment of the Alpina it was that the second gear was not a slogging steep uphill gear. The bike would take a twenty foot brick wall in first but in second it petered out. On the trail this may not be too much of a problem because you should be able to take a run at a hill but if the bike was to be used for any trials competition work (which it definitely could be) the lack of low down power in second gear would be a problem. At high revs second, and even third, would scream it up anything but then the front wheel started to head skywards and all the traction in the world is little use without steerage. We are talking here of very steep uphill sections with no run in — stuff that is often encountered in trials competition.

Second and third gear on the trail though were ideal. A small twist of the throttle and heaps of hefty power immediately came in enabling the bike to be very controllable.

In fact these two gears on

SPECIFICATIONS



BULTACO LOBITO

ENGINE: 175cc 2 stroke and 1 cylinder. 60.9 x 60 bore and stroke (mm). 174.77 Displacement (cc). 10:1 Compression ratio 14/550 bhp @ rpm. GEARBOX: 1st 0.287:1, 2nd 0.442:1; 3rd 0.625:1; 0.821:1, 5th 1:1. 5 speed constant mesh. IGNITION: Flywheel magneto. TRANSMISSIONS: 3/8" Primary chain, 1/2" Secondary chain. CLUTCH: Multiple plates in oil bath. SUSPENSION: with hydraulic damping telescopic front, swinging arm rear. KNOBBLY TYRES: 3.00 x 19" Front, 3.50 x 18" Rear. BRAKES: internal expansion, 125 x 25 mm Front, 140x 40mm Rear. GENERAL DETAILS: 1930mm (75.9") Overall length; 1290mm (50.7") wheelbase; 1010 x 825mm (39.7 x 32.3") handlebars, height and width; 785mm (30.9") seat height; 280mm (11") ground clearance; 350mm (13.7") footrest height; 5.5 litres (1.2 Imp. Gals.) gas-tank capacity. Empty weight 88.5 kgs (195lbs). Price \$1150.

the trail enlightened us to a maxim of Tim Gibbes that goes "When in doubt open it out". If you're in trouble or look to be heading for it and you can't stop a burst of the throttle will soon lift you out and most-times you can stay with the bike. It is very well mannered. Anyway it would be a great indignity to this bike to throw it away. On the road the Alpina's gears are fine but hefty knobblies front and rear keep you easy on the throttle. Mind you this is the same with the Lobito — and anything with all-round knobblies.

The gear lever is on the right and, like the left hand brake it takes some getting used to. Gear changing with both bikes is easy, with or without the clutch. Both have five gears with neutral between first and second. It is easiest to find neutral from second gear. Flick it into first then back to second and it slots down

easily into neutral. There were no false neutrals in the Alpina box but we did find one between second and third in the Lobito box.

It is essential that the true neutral be easy to find on both bikes for Bultaco has yet to fit primary start to their bikes. This is a nuisance especially when the bike conks in an awkward hilly position. Fiddling to find neutral, even when it does come to foot easily, is a bane. Then you have to kick the bike from the left hand side.

Now, most people are right footed so why on earth put the kick start on the left? It's things like this that earn Bultaco demerits. Everything else is so good yet they persist in making it awkward (not difficult) for a rider to start their bikes when they get stuck. What makes it even more annoying is that you can take these bikes to such

Contd on Pg 15



The Alpina was tractable down low and even in hub deep water brakes remained dry and operable. Standing position was excellent — sitting down the seat was hard.



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MINI MARLBORO

Wyllie and Suzuki too good for TZ750s at Timaru

(By Ian Miles)

National 500 champion Dale Wyllie (Christchurch) was in brilliant form on his new water-cooled Suzuki during the first day of the Marlboro North-South road racing match on the Levels Raceway at Timaru. It was his first meeting since returning from nine months in the United States and he made sure that it was a memorable one, leading the South to an overnight 55-47 lead.

He had the Tommy's Suzuki Centre Mark II 500 twin mastered fully around the twisty circuit and blew the 700s of Northerners Trevor Discombe, Paul McLachlan and Ken Fletcher, as well as that of team-mate Stu Avant, well and truly into the scrub. Such was his lead in the feature race that when his gear lever fell off five laps from the end, he could not be caught. "The Suzuki was locked in second gear but I was able to keep ahead by screaming the revs up to 11,500 — it is only supposed to go up to 8,500," Wyllie said afterwards.

The lever again offended in the second of the two points races, and Wyllie dropped out to let fellow Christchurch star Avant win from Hamilton's Discombe and McLachlan (Wellington).

Although Avant started the day with a burst fit to beat the world, he soon settled to steady riding on the White's TZ700, reaping consistent placings.

His more intimate knowledge of the track gave him the better of Discombe who later told NZMCN he preferred his TZ350 at Timaru.

Expected to be the cat among the pigeons round Timaru's tight curves, Blenheim's John Woodley never quite got his TZ350 in the groove and finished disappointingly down in the field all weekend.

More of the verve he showed at Hawkesbury the week before would have given the south the depth it needed to bridge the final 16-point deficit.

National 500 champion Dale Wyllie giving the new ex-works Suzuki 500 racer its racing baptism during the Timaru Marlboro meeting. Wyllie was unbeatable on the futuristic looking water-cooled Suzuki — until the gear lever snapped.

Timaru's Lou Murray and Russell Anderson (Triumph 750) holding a narrow lead over national champions Stan Corbett and Stuart Forbes (Suzuki 750) in the opening sidecar race at Timaru.

But it was not to be, and the following day the North added the road race scalp to its impressive tally of inter-island scramble trophies.

Alan Collison (Tauranga) had armchair victories all weekend, dominating the production fields on his Kawasaki 750.

With local hero Owen Galbraith out following his Hawkesbury crash, Collison never even had to hurry to punish a miscellaneous collection of Z1's, RD350's and others for having the impudence to start against him.

Blenheim ace Stan Corbett (750 Suzuki) had the best of the sidecars.

Results of the Timaru races were:

North-South match. — First heat (8 laps): D. Wyllie (Chch), 500 Suzuki, 1; P. McLachlan (Wellington), TZ750, 2; S. Avant (Chch), TZ750 Yamaha, 3; T. Discombe (Hamilton), TZ750 Yamaha, 4; K. Fletcher (Auck.), TZ750 Yamaha, 5. Second heat (8 laps): Avant 1; Discombe 2; McLachlan 3; Fletcher 4; S. Dundon (Wellington), 500 Suzuki, 5.

Feature racing class event (20 laps). — D. Wyllie (Chch), 500 Suzuki, 1; T. Discombe (Hamilton), TZ750 Yamaha, 2; S. Avant (Chch), TZ750 Yamaha, 3; P. McLachlan (Wellington), TZ750 Yamaha, 4.

Unlimited racing class events (8 laps). — First race: Wyllie 1; Discombe 2; Avant 3. Second race: Wyllie 1; Discombe 2; Avant 3.

Up to 350cc racing class (8 laps). — P. Leahy (Auckland), TZ350 Yamaha, 1; J. Woodley

(Blenheim), TZ350 Yamaha, 2; P. Duffy (Chch), TZ350 Yamaha, 3.

Up to 250cc racing class events (8 laps). — First race: J. Wood (Blenheim), Yamaha, 1; G. Boote (Chch), Yamaha, 2; R. Hyde (Timaru), Honda Elsinore, 3. Second race: Boote 1; Wood 2; Hyde 3.

Open production class events (8 laps). — First race: A. Collison (Tauranga), 750 Kawasaki, 1; D. Hutchison (Chch), RD350 Yamaha, 2; G. Ness (Chch), RD350 Yamaha, 3. Second race: Collison 1; I. Miles (Chch), RD350 Yamaha, 2; G. Martin (Dunedin), 900 Kawasaki, 3.

Sidecars (8 laps). — First race: S. Corbett and S. Forbes (Blenheim), 750 Suzuki, 1; C. Moller and J. Borland (Blenheim), 500 Suzuki, 2; L. Murray and R. Anderson (Timaru), 750 Triumph, 3. Second race: Corbett 1; Murray 2.



Discombe leads North to shock win in inter-island contest

BY Rod Dew

Thirty-one-year-old Hamilton International Trevor Discombe [TZ750 Yamaha] was in unbeatable form on the second day of the Marlboro-sponsored North-South road race meeting at Ruapuna Park.

Not only did he win both final legs of the North-South contest to pave the way for an unexpected 111-95 victory for the northern riders but he also deprived Christchurch Inter-

national Dale Wyllie (TR500 Suzuki) of his third successive win in the 20-lap Canterbury open championship.

Wyllie, just back from nine months' racing in the United

States, was expected to be the man to beat on what is essentially his home track. But the smaller Suzuki could not quite counter the superior top speed of the Yamaha with

its superb handling. But Discombe, a rider of vast experience, was the only TZ750 mounted competitor who managed to beat Wyllie past the finishing post.

SERIES

And in the second heat of the North-South match he had to lower the lap record to an incredible 45.25sec to make sure that Wylie stayed in second position.

Earlier in the day, Wylie had lowered what was then his own lap record to 46.1sec on the way to victory in the 10-lap open racing class event. At the end of this race, he was almost out of sight of the rider who finished second, Wellington's Paul McLachlan (TZ750 Yamaha).

WYLIE "RAPT"

Although beaten by Discombe, Wylie afterwards said he was "rapt" in the new water-cooled Suzuki twin. "It handles magnificently and it is not much slower on top speed than the TZ750 Yamahas. I was a little tired today. I haven't had a decent night's sleep since I arrived back. But I am sure I can get it going even faster with some more determined riding. Any track with twisty bits or a few bumps will suit the Suzuki — and I know of none which don't have either of these."

Discombe, who has been racing since he was 14 years old, said that he still preferred riding his TZ350 to the big Yamaha. "I've been winning on the 700 but I have been coming in and feeling that I haven't been riding well. I guess I have just got to get used to it."

He expressed surprise when told of his lap record. He now holds the records at Bay Park, Pukekohe and Wellington, as well as Ruapuna Park.

He attributed his success in the Ruapuna meeting to his decision to leave his TZ350 at home. "I had to ride the TZ750 all the time and so I just went out and rode it as fast as I could. Not having to switch from one bike to another probably helped."

The New Zealand T.T. champion started the day with a fine win in the opening North-South heat. Wylie was second with rapidly improving Wellington rider Steve Dundon (Suzuki 500) heading off

national 350 champion Stewart Avant (TZ750 Yamaha) for third.

Discombe didn't start in the open racing class race, saving himself for the more important races to come. This left Wylie an unchallenged victory. His new lap record of 46.1sec suggested that the experienced Hamilton rider would not have things all his own way in the second of the North-South heats.

Ken Fletcher (Auckland, TZ750 Yamaha) made the best of the start but first time round Discombe was in control with Fletcher just holding off Wylie and Stewart Avant. Wylie soon accounted for Fletcher and Avant followed him through. But neither of them could make any impression on the flying Discombe.

WELL CLEAR

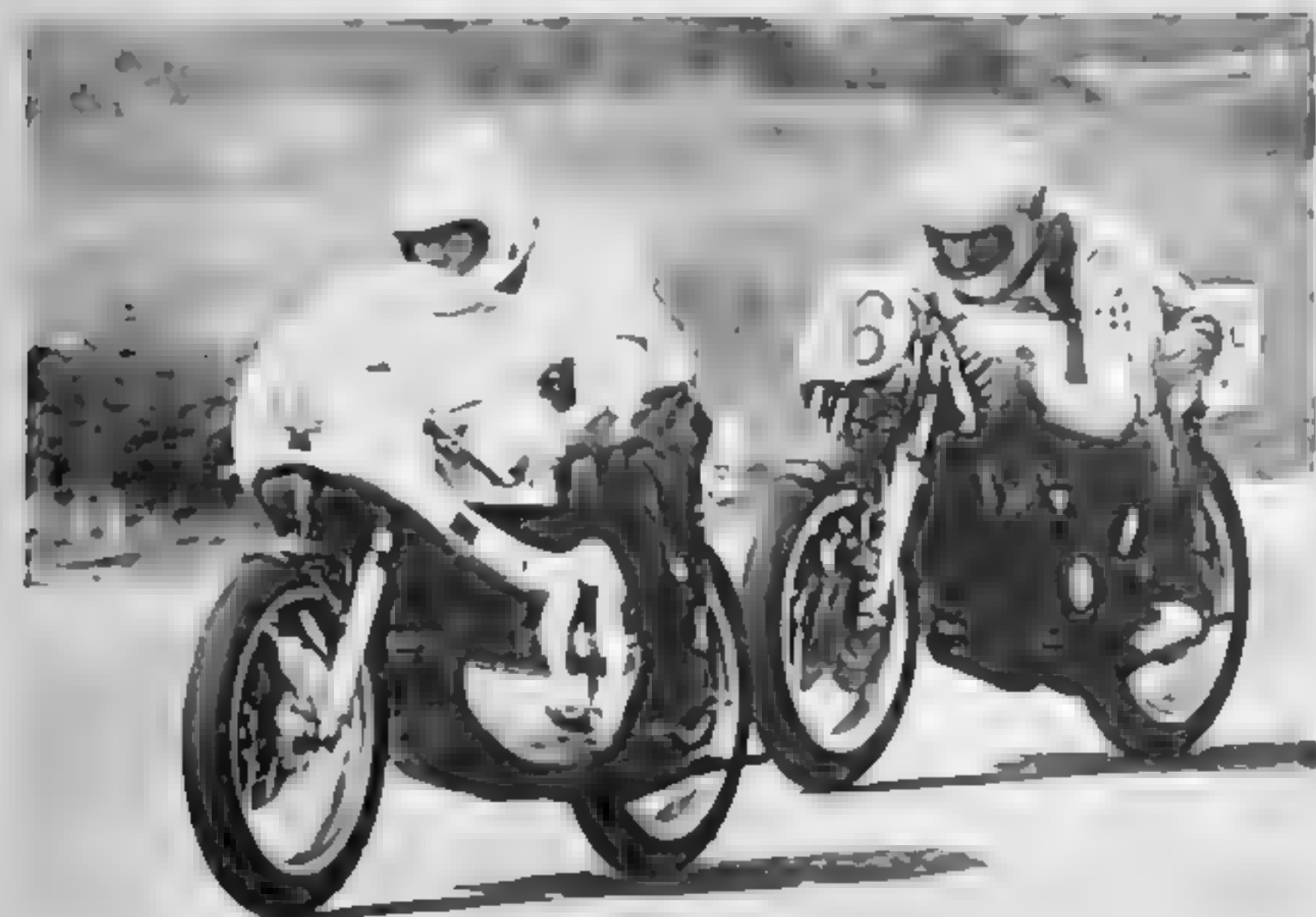
At the finish Discombe was well clear of Wylie with Avant a similar distance behind again. McLachlan brought his Yamaha home in fourth place and Fletcher finished fifth to set the seal of victory on the contest for the North. It was a severe blow to the South which had led overnight, 55-47, and had been strongly favoured to win.

In the Canterbury championship, Discombe led from start to finish with another splendid display. Wylie made a poor start and was only seventh into the hairpin bend for the first time. He had improved to fifth by the end of the first lap and was third behind Avant a lap later. But it took him a long while to catch Avant. Finally, on the tenth lap, he went past his Christchurch rival into second place. Avant fought back, taking the lead again briefly alongside the straights, but Wylie was soon out of reach.

Wylie managed to narrow the gap slightly to Discombe before the finish but there was never any danger of the North Islander being caught. He was still 100yds ahead when the chequered flag fell. Avant finished third, 50yds behind Wylie, with McLachlan a distant fourth.

WOODLEY WINS

John Woodley (Blenheim) won the 350cc racing class event no more than a tyre's width from Auckland's Peter Leahy. The two TZ350 Yamaha



Aucklander Peter Leahy (TZ 350 Yamaha) leads eventual 350cc race winner, John Woodley (TZ 350).



Stewart Avant on the TZ 750 Yamaha which he hopes to race in the Australian Pan Pacific series this month.

mounted riders fought tooth and nail for the entire eight laps of the race and there was still nothing in it at the finish.

Former New Zealand 250 champion Kevin McCleary (Christchurch), made one of his rare visits to the track to show that he had not lost his touch. He won the 125cc race on his Yamaha 125 by a comfortable margin from New Zealand ultra light-weight grand prix champion Allstair Mitchell (Wellington).

Allan Collison (Tauranga)

Contd on Pg 15

Kiwis well down in Ontario 200 classic

Kiwi internationals Dale Wylie [TZ750 Yamaha] and John Boote [TZ750 Yamaha] didn't exactly set the world on fire in the rich Ontario 200 classic in California. But they weren't to be ignored, either.

Wylie, the reigning national 500cc champion, finished a satisfactory eleventh overall against some of the world's leading riders and Boote, fresh from his triumphs in Malaysia, was fifteenth overall.

The winner of the race, decided over two 100-mile legs, was experienced American ace Gene Romero (TZ750 Yamaha) with favourite Kenny Roberts (TZ750 Yamaha) runner-up.

The most impressive performance from the boys down under came from Australian Warren Willing (TZ750 Yamaha). He ran off the course on the fifth lap of the first leg but worked his way back to a fine seventh. He was seventh again in the second leg and this left him in fifth place overall just behind British rider Barry Sheene (750 Suzuki).

Another Australian, Gregg Hansford (TZ750 Yamaha), used the wrong tyres in the first leg but still finished tenth. He was riding brilliantly in third place in the second leg and he crashed and was forced to retire. He was not hurt. Yet another Australian, Murray Sayle (Kawasaki), also crashed but in the first leg. He completed just five laps before tossing the Kawasaki away at a speed of more than 100mph. He injured a foot and was unable to continue.

Wylie, who has had more than his share of ill fortune in the United States, took things gently in both legs, concentrating on finishing. He finished thirteenth in the first 100-mile leg and improved on this by one place in the second leg.

His sponsor, Christchurch furniture manufacturer and former racer Bob Harris, flew to America to help Wylie in the pits. His presence no doubt helped keep the New Zealand champion's exuberance in check. But he later admitted that Wylie, although he had ridden well, had not ridden as well as he had in the last New Zealand season.

Boote suffered again from bad luck. He finished the first heat well back with a flat tyre and aching legs. But in the second he showed just what he was capable of with an impressive eighth placing.

Final placings in the Ontario event were:-

G. Romero (U.S.), TZ750 Yamaha, 1; K. Roberts (U.S.), TZ750 Yamaha, 2; J. Evans (U.S.), TZ750 Yamaha, 3; B. Sheene (G.B.), 750 Suzuki, 4; W. Willing (Aust.), TZ750 Yamaha, 5; M. Grant (G.B.), 750 Kawasaki, 6; T. Lensuvuori (Finland), TZ750 Yamaha, 7; J. Dunn (U.S.), TZ750 Yamaha, 8; H. Wilver (U.S.), 750 Kawasaki, 9; M. Clarke (U.S.), TZ750 Yamaha, 10; D. Wylie (N.Z.), TZ750 Yamaha, 11.



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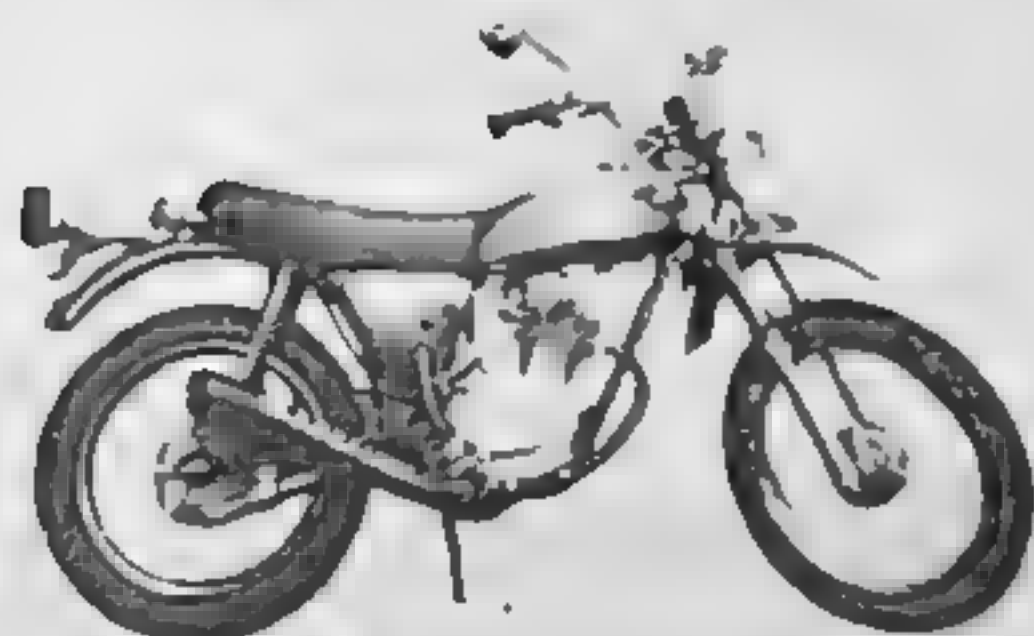
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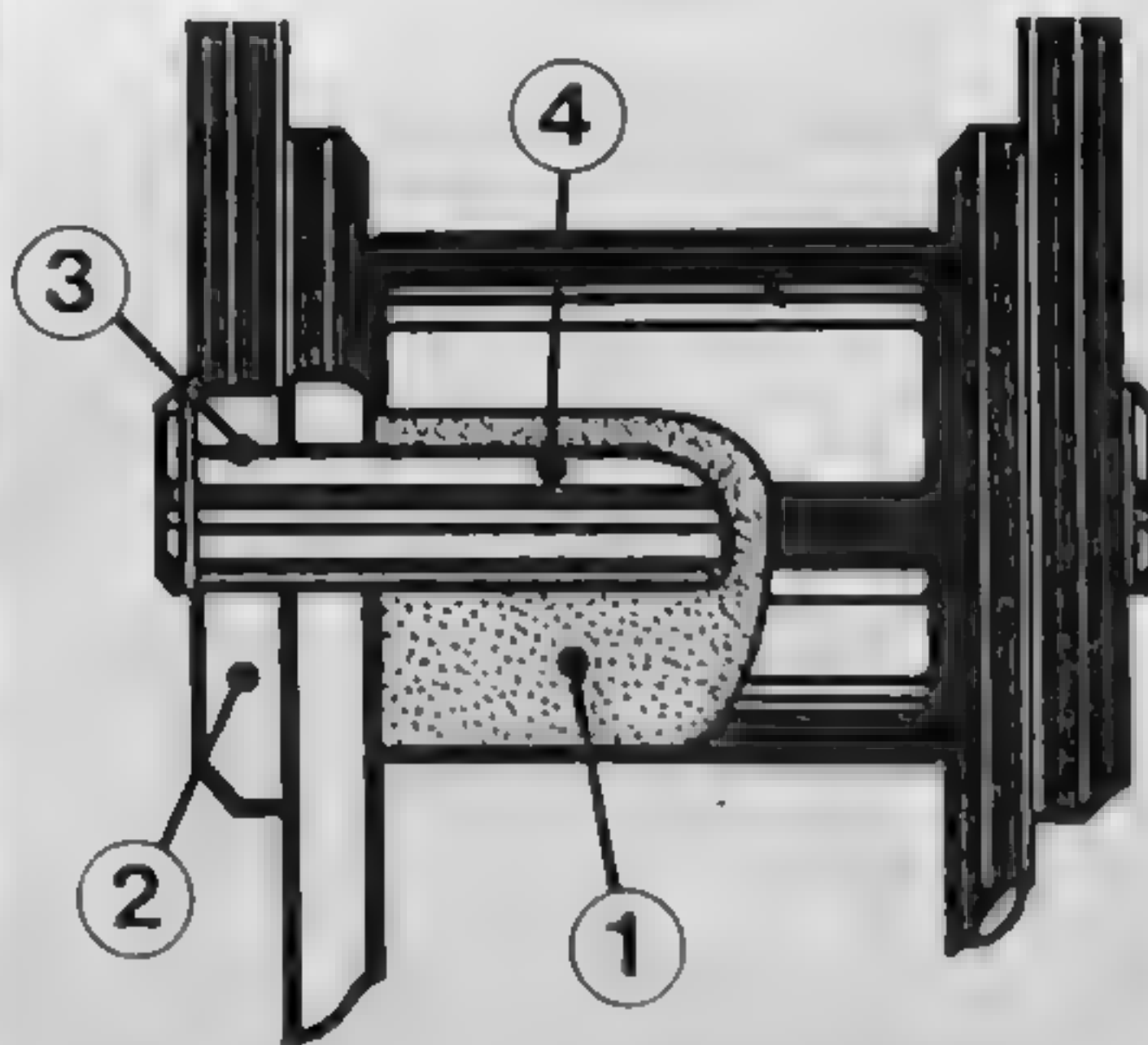


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The Yamaha DT250-A

Comes from a sporting background

All trail motor-cycles suffer to a smaller or greater degree from compromise. In this respect, the Japanese Yamaha DT250 has not proved the exception but the factory designers have clearly made a big effort to forget about trying to find the ideal balance between road and rough.

The result is one of the most acceptable 250s on the world market.

In the DT250, and with other models in the DT range, Yamaha has made full use of its knowledge gained in the competitive field. So much so that it has been said that the DT trail machines are little more than moto-cross mounts with lights. This, of course, would be a gross exaggeration but there can be no denying the sporting influence.

Basically, the DT250 is a much refined version of its competitive cousin. Oddly enough, although the emphasis is very much on performance off the road, Yamaha has not achieved this at the expense of road performance. Considering that no real effort has been made to modify the bike specifically for the road, it is quite exceptional.

Ignoring the trials universal tyres which are fitted as standard, the DT250 makes a spirited and surprisingly stable road mount — ideal for commuting and also capable of long journeys if the need is great enough.

There are six models in the DT range — 100A, 125FA (foot start), 125EA (electric start), 175A, 250A and 360A. It was the DT250 which we borrowed from Velvin and Cresswell Ltd for our test.

INFLATION

This, in common with most other motor-cycles in New Zealand, has suffered from inflation. Retailing at \$1229, it is a little dearer than some of its rivals and \$329 more than the equivalent Yamaha model cost only three years ago. The Yamaha people claimed that the price would not be rising again in the foreseeable future and that the prices of their competitors would be increasing. But things might have changed since devaluation.

In spite of price uncertainty brought about by the economy, those enthusiasts who appreciate a machine of exceptional design will find the extra dollars somehow.

Our tester was certainly enthralled with the performance. Off the road, it did everything one would expect of a race-bred motor-cycle. The general handling was the best our man had experienced on a trail bike of similar size. The seating position was good (for a 6ft rider), the suspension forgiving and the weight distribution ideally suited to rough riding.

In all situations and on all surfaces, the DT250-A was perfectly manageable. Small jumps could be accomplished without a second thought and there was never any suggestion of the rear suspension flicking the machine onto its nose. On unstable surfaces and under maximum power, a slight twitch was noticeable on steep climbs, although this never developed to the point where it would have been a worry.

MX BACKGROUND

The excellence of its off-road handling is obviously a reflection of its moto-cross background. The frame configuration, with its

twin down-tubes, is almost identical to that of the production moto-cross Yamahas. Both the trail and production racer are based on the YZ works models, replicas of which are available only in very limited quantities.

Although the coil spring and dampers at the rear are perfectly adequate, it can only be a matter of time before the cantilever suspension employed on the works racers is introduced to the trail range. Whether this will do anything other than make the rear of the bike look a little strange must remain open to question. It will certainly make the replacement of the rear suspension a rather more difficult and time-consuming task than it is now.

The two-stroke engine contri-

In spite of the rather anxious expression on the face of our tester, the Yamaha DT250 proved very tractable in the city traffic. At the time the photograph was taken, our man was trying to avoid a direct confrontation with a bus in Christchurch's Cathedral Square — not the ideal place for photography, or trail bikes.

buted much to the bike's performance in the rough. This has considerable pulling power and, for a stroker, a wide power band. It responds very willingly at low engine speeds and with use of the five-speed gearbox, can be taken through the speed range at an exhilarating clip.

MORE POWER

Compared with the power unit in the DT1-F, which was at the peak of its popularity in 1971, the engine is more powerful, delivers greater torque and revs slightly harder. Maximum horsepower is 24 at 7000rpm (the DT1-F developed 21bhp at 6500rpm) and maximum torque is 2.53kg-m at 6000rpm. The increase in performance has been helped by the increase in the number of ports in the torque induction engine. There are now seven ports, compared with the five of the older model.

On the road, top speed remains very much the same at about 75mph. But acceleration is definitely better, making it a fine short-haul mount which is very tractable in city traffic. Handling in the dry on tarmac was at least as good as any of its predecessors. It didn't rain during the test period so we can't comment on its wet weather capabilities.

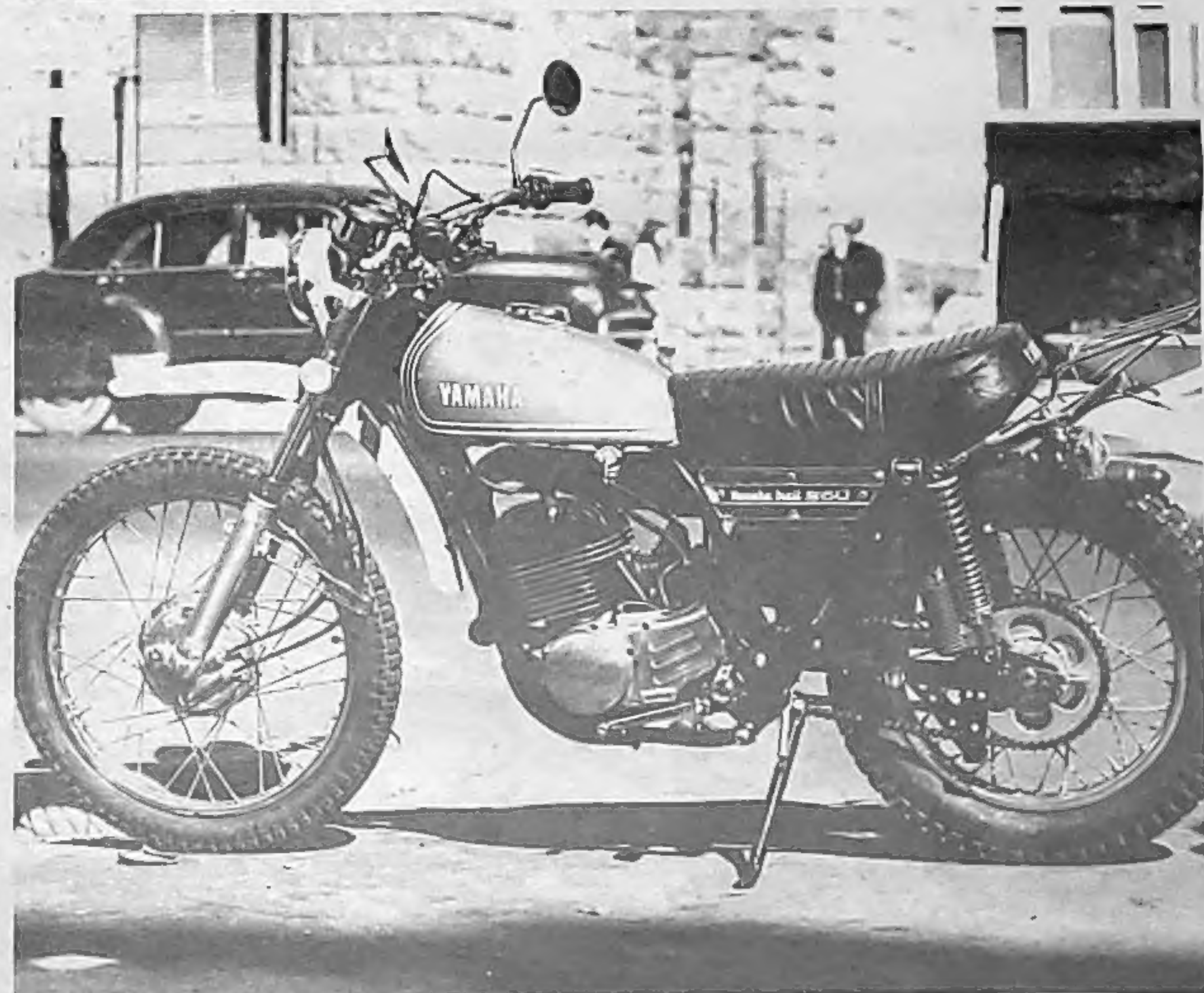
In top gear, the engine will pull from 1500rpm without snatch, although it takes a yard or two to really pick up. Maximum safe revs are 7000rpm, even if the engine will go faster if the occasion warrants it.

NO INDICATOR

If the basic design of the DT250 is good, the attention to detail is no less impressive — with one exception. The Yamaha designers have not yet included a gearbox neutral indicating light and finding neutral quickly requires some practice. Technically, this is a minor omission but it is one which, nevertheless, will lose sales. Another surprising omission is an ignition light.

But for the most part, the bike is hard to fault. Everything is neatly tucked away, giving it a slimmer profile than its ancestors. The expansion chamber-exhaust system is particularly interesting. This now crosses the frame under the seat and the tailpipe pokes out on the left-hand side. It is now impossible for a rider's legs to come into contact with anything hot.

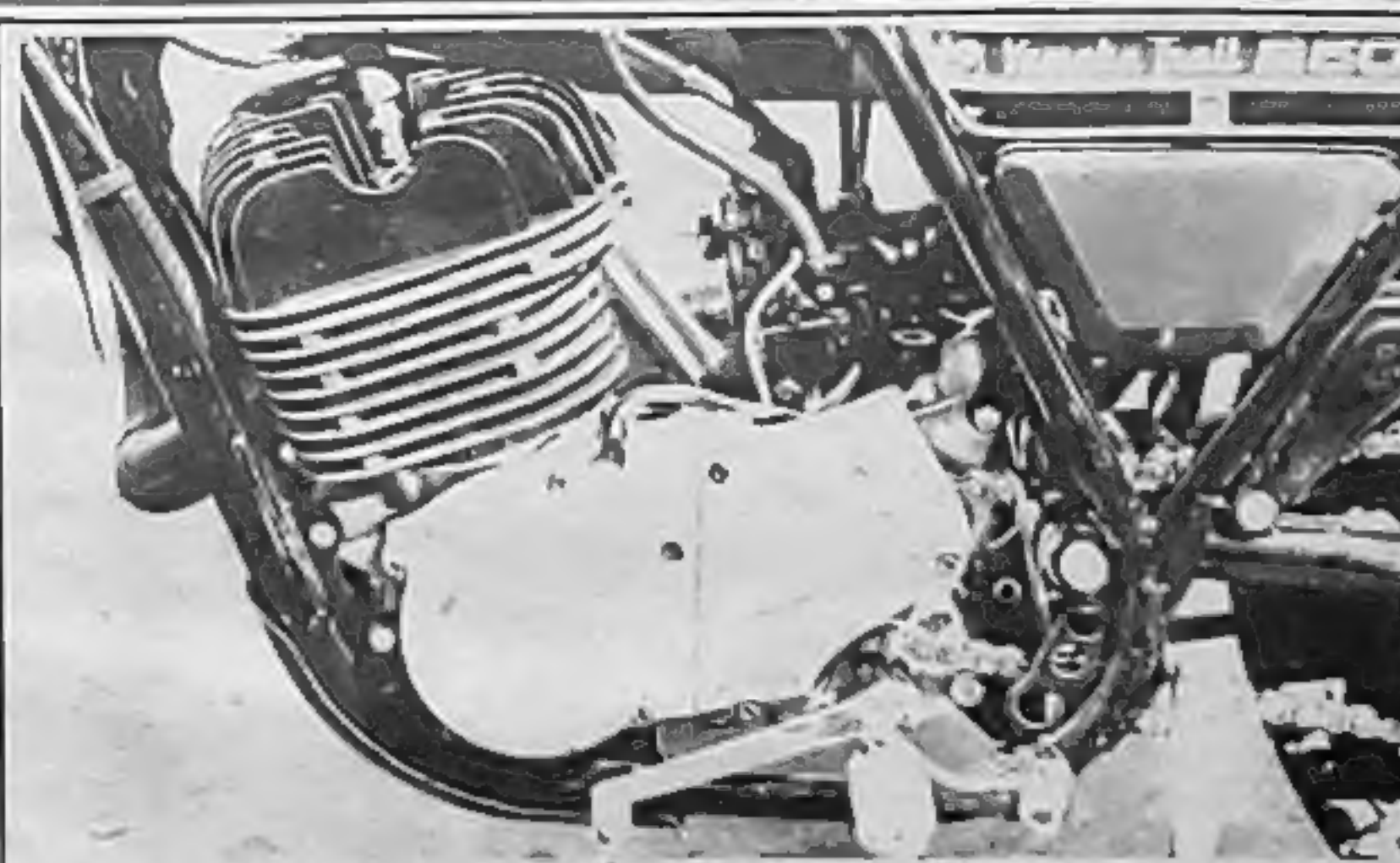
It seems at first glance that the height of the intake for the carburettor must suffer because of this. But the designers have



cunningly moulded a special rubber intake which makes its way through all the maze of pipes and wires and has its opening directly underneath the seat. Unless the rubber moulding breaks or works itself loose, no water should enter the carburettor while crossing deep rivers.

Twin mirrors, turning indicator lights and, in New Zealand, a chromium rear carrier are fitted as standard. The turning indicator lights at the front are sensibly fixed to the handlebars where there is less chance of them being damaged in a spill.

The handbook deserves a mention. It appears to be very substantial and is written in three languages. But for some obscure reason, no list of specifications is included. Our own experiences with the machine certainly indicate that the Yamaha manufacturers have no need to hide these. This is a most excellent machine — one of the best of its type on the New Zealand market.



SPECIFICATIONS

Maximum speed, 120kph; climbing ability, 35deg; engine, two-stroke, torque induction single with seven ports; displacement, 246cc, bore and stroke, 70 x 64mm; compression ratio, 6.8 to 1; maximum horsepower, 24 at 7000rpm; maximum torque, 2.53kg-m at 6000rpm; lubrication, auto-

More power and greater flexibility — the two-stroke unit of the Yamaha DT250.

matic; starting, primary kick; transmission, five-speed; weight, 123kg [270lbs]; fuel capacity, nine litres; oil capacity, 1.5litres; tyres, 300-21 4PR front and 400-18 4PR rear.

Moore On Speedway

In this column, former double world speedway champion and multiple New Zealand title-winner **RONNIE MOORE** keeps NZMCN readers in touch with events at home and abroad.

Rain, rain and more rain. That is what promoters, riders and the public have had to put up with in England this season, but even more so over the last couple of months. The season usually winds up about the third week in October, but some tracks will be running later just to make up for rained out meetings. Other tracks have been running double headers, taking on two teams in one night to try and get through their fixture. At Sheffield the other night they even had a double header washed out.

One meeting that was recently held in the rain, but with the assistance of loads of sawdust spread over the track to soak up the mud, was the Division Two Riders' Final, which is traditionally held at Wimbledon. In those conditions there were quite a few spills with three riders finishing up in hospital. Carl Glover of Boston was the eventual winner after a run-off with Ted Hubbard of Canterbury.

SPONSORSHIP

Big news for British first division next year, after nearly a year of secret negotiations, is that Gulf Oil have decided to sponsor it. The amount is still a secret, but it is said to be in excess of five figures, which means at least ten thousand pounds. Gulf will get a lot of advertising, speedway gets a lot of money, and a lot of people get a headache trying to sort out how the money is going to be used.

John Louis, after successfully defending the Golden Helmet Match Race series for five months, the last time defeating Ole Olsen, has finally met his match in Aussie Phil Crump. On the Thursday night at Ipswich Phil won 2-1, then the following night at Newport he won the second leg 2-0. The only challenger he will have to face in 1974 is the Aussie test captain and his partner in winning the World Best Pairs Championship, John Boulger.

MITCH BEATEN

Former Wimbledon rider Tommy Jansson won the Swedish championship with a 15 point maximum from the new World Champion, Anders Michanek. There is now talk in Australia of bringing out a Scandinavian team.

The Golden Helmet meeting in Pardubice, Czechoslovakia, was won by Jiri Stancel, in the six lap final. Ivan Mauger was leading after five and a half laps when he had trouble with his rear tyre, but managed to get second. Both Michanek and Stancel are coming to New Zealand this summer.

SURPRISE

Christer Lofquist, top line Swede, produced the big mechanical surprise of the world final, when he took his first three rides on a double overhead camshaft Swedish built E.R.M. The initials stand for Endfors Racing Motors, the brain-child of Swedish



grade with second division Crewe earlier in the season, has retired from riding to become a full time mechanic for Ole Olsen.

CRIBB RETURNING

Bruce Cribb, the only Maori riding in England, has landed a nice sponsorship from Arbury Shale. They will sponsor Bruce on all his equipment for next year. Bruce is planning on returning home for the summer, and we can do with him for the coming battle against the Polish team.

RANKINGS

For the first time in many years, an Englishman heads the list of averages for league racing. Peter Collins ends the domination of Barry Briggs, Ivan Mauger and Ole Olsen, who for many years have between them topped the charts. At the time of writing, there are still some league matches to be ridden, and Collins, especially, has quite



Phil Crump gets an early lead over John Boulger in the final heat of their Golden Helmet match race. Crump eventually won.

specialist Eje Endfors. The cylinder head has four valves, and the D.O.H.C. is chain driven. The motor is basically designed for the 1000 metre tracks, but it will be interesting to see if any further bids are made for speedway.

By the time this article goes to press, I am hoping I will be New Zealand agent for the new four valve Westlake motor. There are also plans to fit the motor to the new Piper frames now being used in England.

Cliff Anderson, a young New Zealander who looked like he was going to make the

a few left, but the following are the top six up to the middle of October. The average is out of 12.

Peter Collins (Belle Vue & England): matches 20, rides 79, average 11.34.

Ole Olsen (Wolves & Denmark): matches 24, rides 106, average 11.32.

Ivan Mauger (Exeter & N.Z.): matches 26, rides 109, average 11.27.

John Louis (Ipswich & England): matches 28, rides 118, average 10.78.

Phil Crump (Newport & Aust): matches 25, rides 110, average 10.76.

Terry Betts (Kings Lynn &



Peter Collins gets the traditional tossing after winning division one of the B.L.R.C. Collins now heads the list of averages for league racing.

England): matches 25, rides 107, average 10.39.

LEAGUE TITLE

The first division league table is still wide open. It is down to two teams as to which will be league champion for 1974. Exeter, with 29 matches completed, is in the lead with 45 points. It has a couple of matches to go. Ipswich is in second place on 41 points with 30 matches completed and one to go, but it will be pushed back to third place by Belle Vue which is on 40 points, but has only 24 matches completed. With two points for a win and one point for a drawn match, Belle Vue is in a nice position to snatch the title from Exeter.

SOUTHERN TRACK

Invercargill's new track has got underway with the assistance of Christchurch competitors. The track was built on sand, which meant having a tar seal base. A bit of tradition went into track in that it was covered with cinders, but lime has since been added to bind the

surface. It is run by a club, but the man in charge is Bill Tinker. The big day this season should be February 16, when I understand the Ivan Mauger-Barry Briggs Troupe will hit town.

BRITISH LIONS

The British Lions to tour Australia this year will be the winning combination that thrashed the Aussies last year, 6-1, with the exception of two riders. Replacing Peter Collins and George Hunter will be 18-year-old Chris Morton, from Belle Vue, and 23-year-old Kevin Holden, from Exeter. The rest of the team will be Nigel Boocock, who will as usual captain the team, Reg Wilson of Sheffield, Eric Broadbent of Poole, Doug Wier of Sheffield and Jimmy McMillan of Hull. Every one of these riders is based at a big track in England and will be quite at home on the Aussie circuits.

Steve Bast won his fifth National Californian title at Costa Mesa, runner-up was Wild Bill Cody with Larry Shaw third.

Discombe cleans up in NZ 350 T.T.

By Alan Clark

The Castrol Classic road race meeting held at Pukekohe was a benefit meeting for Trevor Discombe. Riding in superb style, Discombe brought his Yamaha machines home first in the open invitation, New Zealand 350cc Tourist Trophy race and the Castrol Classic. In the three races there was not a rider to touch him as he pulled away from the field for clear cut wins.

The only time Discombe was headed was in the first Open Invitation race when Ginger Molloy was cheeky enough to put his new 350cc Harley-Davidson ahead of the big Yamaha TZ700. But brute power soon told as Discombe went ahead and Molloy pulled out at the halfway stage with machine trouble.

In the classic machine race, Discombe finished fourth on a factory build 1934 500cc Velocette but placings don't matter in this race. It was a bit of nostalgia to see big single cylinder four stroke machines push-started from the line and thundering into the first corner.

In spite of his great style, Discombe was not the man for this race.

It should have been the legendary Len Perry aboard this machine as this was the bike that Perry rode to many victories in the past. Even

today, Perry is still fit and able to ride and would have loved it. Many people in the big crowd asked Len why he was not riding. He said he would have liked to but wasn't asked by the owner.

Graeme Crosby proved the best of the bigger production class riders as he led all the way in the one-hour production T.T. before it was dramatically stopped. With 40 odd minutes of the race gone, Tony Urry came out of the last bend into the main straight sideways, spilled heavily off the machine and was knocked out cold in the middle of the track.

The race was stopped to allow the ambulance onto the track and then it was decided to declare the race and not re-start.

Urry was taken to hospital for further examinations and Crosby was declared the winner of the open class with

Eric Bone second and Chris Woodmass third. Another favourite for the race, Alan Collison, was put out by some over enthusiastic flag-waving official.

Crosby had previously won the open production race and finished a fine third in the first open invitation race behind Discombe and Ken Fletcher.

With 50 machines on the track for the one hour race and the 250-400cc class race being held at the same time, it was hard to tell who was doing what as the smaller machines were being lapped. Martin Aiken was declared winner of the smaller capacity class ahead of Shane Laurent and Paul Griffiths.

With most of the field on RD Yamahas it was quite an achievement for Aiken to come home on a lone 400cc Kawasaki.

The most exciting race of the day was the 350cc T.T. with Discombe a clear cut winner. The biggest scrap of the day was for second place between Ginger Molloy on the Harley Davidson and John Woodley, of Blenheim, on a Yamaha TZ350. With passing and re-passing over the full 15 laps the battle was not decided until the final finishing straight when they came out of the last corner side by side. Molloy just edged ahead to win by half a length with the crowd in the stands on their feet and yelling.

The most disappointing race of the day was the Castrol Classic.

Ginger Molloy was a non-starter, then Ken Fletcher never made a corner and

dropped his machine when well placed and Peter Leahy, John Woodley, Martin Baylis and Keith Williams all dropped out when in handy placings. This still didn't detract from the great start to finish win of Discombe.

RESULTS:

Open Invitation for the Cunningham Cup — T. Discombe, Yamaha, 1; K. Fletcher, Yamaha, 2; G. Crosby, Kawasaki, 3; J. Woodley, Yamaha, 4; R. North, Yamaha, 5. Time, 10m 38s.

Up to 400cc Production Race — M. Wrigley, Yamaha, 1; M. Aiken, Kawasaki, 2; W. North, Yamaha, 3; N. Macdonald, Yamaha, 4; M. Hill, Yamaha, 5. Time, 10m 53.5s.

Classic Machines — R. Dunshea, Vincent, 1; B. Schimanski, Norton, 2; H. Anderson, Norton, 3; T. Discombe, Velocette, 4. No time.

Open Standard Production Machines — G. Crosby, Kawasaki, 1; E. Bone, Kawasaki, 2; A. Collison, Kawasaki, 3; M. Vinsen, Kawasaki, 4; R. North, Kawasaki, 5. Time, 10m 11s.

New Zealand 350cc Tourist Trophy — T. Discombe, Yamaha, 1; G. Molloy, Harley-Davidson, 2; J. Woodley, Yamaha, 3; P. Leahy, Yamaha, 4; B. Haldane, 5. Time, 24m 27.06s.

B Grade Open Invitation for the Hollingsworth Cup — T. Turner, Kawasaki, 1; T. Urry, Kawasaki, 2; M. Vinsen, Kawasaki, 3.

Castrol Classic, Open Invitation — T. Discombe, Yamaha, 1; B. Haldane, Yamaha, 2; T. Ogden, Yamaha, 3. Time, 16m 16.3s.

One Hour Production Machine T.T. — 245cc-400cc Class: M. Aiken, Kawasaki, 1; S. Laurent, Yamaha, 2; P. Griffiths, Yamaha, 3; A. Macleod, 4. 401cc-Open Class: G. Crosby, Kawasaki, 1; E. Bone, Kawasaki, 2; C. Woodmass, Honda, 3; R. Freeth, Kawasaki, 4.

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A trial with a difference

The New Zealand Scott trial championship will be hosted by the Hawkes Bay club on the 16th and 17th November.

Riders will start at 30-second intervals and traverse a set number of laps of a cross-country circuit of at least six miles which contains a number of observed trials sections.

Standard time is set by the fastest time of the day. One point is lost per minute elapsed in addition to F.T.D. which, when added to the points lost in the observed sections, determines the finishing order of the field (i.e. the smaller the score the better the performance).

In New Zealand, endurance events are beginning to appeal to riders who are looking for a challenge to the stamina of machine and rider. At some time in the future, New Zealand might host an I.S.D.T. but, meanwhile, this

version of the English Darlington Motor Cycle Club's original Scott trial will fill the gap.

Entries for the two-day New Zealand Scott trial are already rolling in. Peter Grinter and Greg Power are going to be leading contenders, but the local lad, Paul Symons, will make certain they don't get it too easy.

Saturday's venue will be at Mr Elliot's property at Maraetotara, a circuit of approximately six miles featuring 6 to 8 sections per lap. Sunday's venue will be Mr Chamber's property at Wai-koau which features a longer circuit over terrain which is more difficult than Saturday's venue. The event is hoped to provide a challenge to man and machine. The first 25% of the starters will qualify for a first class award and the next 25% will receive a second class award.

MX TEAM

Several alterations were made at the eleventh hour to the unofficial New Zealand moto-cross team which competed in the Trans Tasman

championship on the Clear Water Estate track near Brisbane on October 27

The unfortunate Gary Goodfellow, who injured his leg the week before departure,

was replaced as a fully sponsored rider by Christchurch's John Nicholls (Honda).

The other fully sponsored riders were national champion Peter Ploen (Tauaranga, Suzuki), Moss Smith (Auckland, Yamaha), and Larry Ross (Christchurch, Montesa). Palmerston North's Morley Shirriffs, already in Australia, joined the team when it arrived.

Five other riders travelled with the team, paying their own expenses — Graham Sword (Christchurch, Suzuki), Des Boyce (Blenheim), Brian Donaldson (Ashburton), Allan Sinclair (Ashburton) and Ray Mulqueen (Dunedin). In addition, Ploen's mechanic, Murray Selby, travelled with the party. The manager was South Island selector Bill Campbell, of Christchurch.

After the Trans Tasman event, the team was scheduled to race at the Arrommo track, 25 miles outside Sydney, on November 3, before flying back to New Zealand.

AUCKLAND GAIN

Top South Island rider Ross Horsburgh (Honda) is moving to Auckland this month at the end of his examinations at the University of Canterbury. Horsburgh has been provided with a temporary job in the spare parts division of Blue Wing Honda, the importing company which sponsors his racing activities. In Auckland, he intends to compete in as many events as possible. However, his move is not a permanent one. In less than two months he plans to return to Christchurch and will certainly ride for the South in this season's inter-island fixture.

INDONESIA

Five New Zealand riders — Ginger Molloy, Dale Wyllie, Trevor Discombe, John Boote and Stewart Avant — have been invited to compete in the twice postponed Indonesian

Grand Prix at Djakarta on November 7, 8 and 9. Wyllie, Boote and Avant are all definite starters. Boote, who has yet to be beaten in a South East Asian grand prix, is particularly keen to add the Indonesian title to the Malaysian, Selangor and Penang G.P. titles. Apart from a trip to Australia for last season's Castrol six hour production race, this will be Avant's first overseas trip.

Discombe was not sure whether to accept the invitation at the time of going to press and Molloy's acceptance was understood to depend on whether he had a suitable bike.

ROAD TRIAL

Planning for this year's Shell 500 motor-cycle trial is already well underway. The man who has organised the three previous events, Ken Allport, is once again lending his experience and knowledge to the organisation.

Emphasis will once more be placed upon reliability and road safety. More than 40 machines failed to complete the course last year.

Prize money this year will total \$720.00 and, with the co-operation of the trade, the voucher system has been supplanted by cash awards which should prove even more of an incentive to competitors. The outright winner will receive \$50 for first place in the solo section plus a further \$50 if he is a financial member of the Auckland Motor Cycle Club and a further \$20 if he is a member of the winning team.

This year's trial will be run on November 30 and December 1, starting from the service station of Plikington and Holroyd in Massey Rd., Otahuhu. With over 200 starters last year and an even greater number expected this year, the riders, starting at one minute intervals, will take over three hours to pass a given point.

POLICE TEAM

Strong representation will come once again from Ministry of Transport and Police teams and invitations have once more been made to all service organisations. An entry of note is a team of vintage and veteran motor-cycle enthusiasts who will all be riding machines of the 1940 era.

A departure from previous years will be the inclusion of a provision for side-car entries (without passengers of course) and the women's section will this year have the mileage increased from 120 to 200 miles. The team award will be calculated on an aggregate performance over the whole 24 hours.

Over 1000 copies of the 1974 Shell 500 prospectus giving full details of the prizes, conditions of entry and entry forms have been distributed.

Entries close with the organiser on November 9th.

McLACHLAN GOES PRO

Wellington road racer Paul McLachlan has parted company with Windy Motorcycles Ltd, the Kawasaki agency of which he was co-director. He now intends to concentrate on racing for a living although he has one or

two other business schemes up his sleeve. He is considering supplementing his TZ750 Yamaha with a 250cc machine.

TESTIMONY

The offer by the Indonesian GP organisers to pay the transport for a team of New Zealand riders and mechanics to take part, is further evidence of the strengthening of ties between the road racing fraternities of the two countries. It is also a sure sign that New Zealand riders are considered excellent value. With possibly 180,000 spectators and a minimum \$1500NZ for a first place, that's pretty good testimony.

SAM MOSES

If the name Sam Moses is familiar to you, you can consider yourself well-read in things motorcycling. For Sam Moses is an American motorcycling journo of some note. The relevance of the mention is that he will probably be in New Zealand this summer, combining a holiday with his reports back to the States of the Marlboro series. If he does, we'll know we're getting somewhere!



Christchurch rider John Nicholls (Honda) was named as a replacement for injured Gary Goodfellow in the New Zealand team to contest the Trans Tasman Moto-cross in Queensland.

CONFUSION AND CRASHES

A confused mixture of sensation and boredom ruled as Canterbury road racers slid through the oil and rubber of the season's opening car club meeting at Ruapuna Park.

Local ace Stu Avant turned out for little more than an exhibition and practice ride in his first outing on his new TZ700. He gave best to both Wellington's Steve Dundon (Suzuki 500) and Owen Galbraith (Norjo Kawasaki 500) during the day.

After following Galbraith's Norjo Kawasaki 750 home for second in the production race, Andy Brown's McCleary Yamaha RD350 was stripped and found to be in stock by A.C.U. steward Ray Shearman.

At least ten separate crashed during the day saw riders off to the first aid tent or to hospital, although the most serious injury was a broken collarbone. The deplorable track condition provoked most spills and led to heated criticism from riders.

HURLEY OUT EARLY

A broken wrist which will take at least three months to



Wellington rider Paul McLachlan aboard the new TZ750 Yamaha he is to campaign in the road racing season just getting under way. Inches behind in hot pursuit is up and coming Dunedin rider Dennis Ireland on the ex-Jim Landreba TZ350 Yamaha. This shot was taken at Puapuna Park.

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mend has caused American Team Hansen Kawasaki rider, Hurley Wilvert, third place man in the 1974 Daytona 200, to cancel plans to contest New Zealand's Marlboro road race series this summer.

UPPER HUTT HONDA

Lower Hutt Honda specialists, Honda City, have opened a second shop in nearby Upper Hutt. A brave move, one might think, in the current economic climate, but Honda City boss Mike Harris is optimistic. "Prospective customers are simply saving until they have the required 60% deposit" he says.

BIG OSSAS

Incidentally, Mike has already written to the Ossa factory, ordering three of the 310cc trials prototypes on which Thor Evertson won the Swedish round of the "world" championships on its debut appearance. The model will be known here as the — wait for it! — Ossa "Supergrunt".

RUAPUNA from Pg 11

had things all his own way in the open production races on his 750 Kawasaki. The one rider who would have provided him with stern opposition, Christchurch's Owen Galbraith, was recovering from a broken shoulder received in a crash at Hawkesbury the week before.

Lou Murray and Russell Anderson (Timaru) scored a surprise win with their new Triumph 750 outfit in the first sidecar event. But in the second, national champions Stan Corbett and Stuart Forbes (Blenheim), had the situation under control throughout.

Results were:

North-South Match.— First heat (8 laps): T. Discombe (Hamilton), TZ750 Yamaha, 6:24.2, 1; D. Wylie (Chch), 500 Suzuki, 2; S. Dundon (Wellington), 500 Suzuki, 3; S. Avant (Chch), TZ750 Yamaha, 4; K. Fletcher (Auck), TZ750 Yamaha, 5. Fastest lap: Discombe, 46.6. Second heat (8 laps): Discombe, 6:23.9, 1; Wylie, 2; Avant, 3; P. McLachlan (Wellington), TZ750 4; Fletcher, 5. Fastest lap:

Discombe, 45.25 (record). Final points (including Timaru meeting): North 111, South 95.

Canterbury Open Championship (20 laps).— T. Discombe (Hamilton), TZ750 Yamaha, 15:56.9, 1; D. Wylie (Chch), 500 Suzuki, 2; S. Avant (Chch), TZ750 Yamaha, 3; P. McLachlan (Wellington), TZ750 Yamaha, 4; K. Fletcher (Auckland), TZ750 Yamaha, 5. Fastest lap: Discombe, 46.9.

Open racing class.— First race (10 laps): D. Wylie (Chch), 500 Suzuki, 8:3.8, 1; P. McLachlan (Wellington), TZ750 Yamaha, 2; K. Fletcher (Auck), TZ750 Yamaha, 3. Fastest lap: Wylie, 46.1 (record) on second lap. Second race (10 laps): G. Boote (Chch), TZ750 Yamaha, 8:29.5, 1; L. McLeod (Chch), 350 Yamaha, 2; P. Goodyer (Wellington), Suzuki 350, 3. Fastest lap: Boote, 49.5.

Up to 350cc racing class race (8 laps).— J. Woodley (Blenheim), TZ350 Yamaha, 6:48.6, 1; P. Leahy (Auck), TZ350 Yamaha, 2; T. Carkeek (Blenheim), 250 Yamaha, 3. Fastest lap: Woodley and Leahy, both 50.2.

Up to 125cc racing class (6 laps).— K.J. McCleary (Chch), 125 Yamaha, 1; A. Mitchell (Wellington), 125 Yamaha, 2; A. Norfolk (Chch), 100 Kawasaki, 3.

Feature production class race (20 laps).— A. Collison (Tauranga), 750 Kawasaki, 18:15.5, 1; S. Ellison (Tauranga), 900 Kawasaki, 2; A. Mitchell (Wellington), 750 Kawasaki, 3. Fastest lap: Collison, 52.5.

Open production class race (10 laps).— A. Collison (Tauranga), 750 Kawasaki, 9:29.5, 1; S. Ellison (Tauranga), 900 Kawasaki, 2; I. Miles (Chch), 500 Yamaha, 3. Fastest lap: Collison, 53.1.

Up to 350cc production race (8 laps).— K. Alderson (Blenheim), 350 Yamaha, 7:29, 1; D. Hutchison (Chch), 350 Yamaha, 2; G. Ness (Chch), 350 Yamaha, 3.

Sidecars.— First race (6 laps): L. Murray and R. Anderson (Timaru), Triumph 750, 5:48, 1; C. Moller and S. Borland (Blenheim), 500 Suzuki, 2; P. Corbett (Blenheim), 750 Suzuki, 3. Fastest lap: Corbett, 56.9. Second race (8 laps): Corbett, 1; Murray, 2.

BULTACO from Pg 9

unreal places that when they do stall holding the bike upright, finding neutral and thudding the engine over with your left foot is hard and often precarious work. Luckily the Alpina and the Lobito we had started first or second kick every time.

Both bikes were fitted with road going equipment — lights (the Alpina even has a brake light), speedo and horn. None of these pieces of equipment made any pretence of being world beaters. The lights and the speedo were anchored by rubber mountings. The speedo did have a trip, operational in tenths, and the rear light was small enough not to get broken continually, yet large enough to see at night. The horn was a squeaker. Obviously the street legal equipment is simply that — it makes the bikes street legal and it's not meant to transform either machine into street and dirt bikes.

The Alpina had a chain tensioner and oiler whilst the Lobito had only a chain tensioner. Both had lightweight conical hubs. Stainless steel, "mudless" wheel rims on the Alpina were fitted with self tapping screws that bite into the tire and hold it in position. The Lobito has the

same rims but security bolts hold the tire in place.

The exhausts of both bikes were big, shiny chromed affairs, that attune with the bikes' looks perfectly. The Alpina is fitted with a spark arrester that makes the bike ultra-quiet. The Lobito sounds noisier but it is not a high pitched scream, more a deep gurgle.

Right under the seat is the oiled foam air cleaner. It is easy to get at, being reached by unscrewing part of the fibre glass side covering. We took our side covering off and had difficulty getting it back on as it is under spring tension, but there is a knack to it.

Footpegs on both bikes are spring loaded. Those on the Alpina are long and heavily serrated and offer a high degree of grip. The Lobito's footpegs (for the rider) are smaller and looked less functional but nevertheless not once did our feet slip off. The pillion passenger has to do with rubber covered pegs.

Those on the Alpina were situated further back than those on the Lobito and gave a very comfortable standing up riding position — trials heritage. This position was more comfortable on the Alpina than the Lobito, but the latter bike is more a sit-down riding bike. Surprise, surprise, the Lobito is more comfortable sitting down than the Alpina.

Actually the Lobito was comfortable sitting all the time whether it was on the road or the trail. The Alpina was not so good for prolonged rides sitting down. The posture is fine, it's the seat that causes the aches. It's not well enough padded.

Neither bike has auto lube and we're not sure whether we like it or not. In a competition bike the lack of auto lube is often classed as a credit because there's less to go wrong, less weight, and if you're getting fuel in that engine you're also getting oil in. With the Alpina and the Lobito which, although potentially competition machines, are basically recreation machines, auto lube could be an advantage. The lack of auto lube is not however of enough importance to make the bikes' undesirable. Far, far from it.

Both bikes has a side stand that folded up on the right hand side, presumably to make kicking the engine over easier when the bike is rested.

Both bikes are fitted with magneto ignition that does not need a key. This makes the bikes prone to "borrowing". With the Alpina and the Lobito Bultaco have fitted a steering wheel lock that should put paid to that problem.

Neither bike has a tool kit secreted on the bike. Bultaco have thought of that though and supply a leather belt that contains a tool pouch and tool kit with enough room left over to hide a few sandwiches. Apart from serving the purpose very well it also makes you look pretty professional.

And that, really, is the thing about these Bultacos. They are professional. They have got things that people will not like — such as the lack of primary kick start and the left hand kick-over, and perhaps the lack of auto lube. But what they do have is sheer class, and they give their owner the pleasure of knowing that he can get where most people with their bikes can't get. And when he gets fed up with trail riding he can enter the Alpina in trials and the Lobito in moto-cross and both of them in enduro events — which are becoming more and more popular in New Zealand.

Unfortunately many people will never know what it's like to twist the throttle of an Alpina or a Lobito: there isn't enough of the bikes around and they will be too pricey for some and some people simply aren't adventurous enough. The message to these people is simple. You don't know what you're missing.

LETTERS from Pg 2

from entering and production racing would become the realm of the wealthy or the very talented sponsored rider as is the case in the open class.

On looking back on the past four years I think most people interested in the sport will agree that it has been a great success. This section of the sport has grown to the stage where organising clubs are devoting up to 40% of their programmes to production racing. The fields are often far larger than the open racing class. Many talented riders have emerged and many new riders encouraged into the sport.

The fears of commercial interests, that domination on the race track would lead to domination of sales, were also unfounded. The New Zealand motorcycle enthusiast is not as naive and impressionable as some sales people would have us believe. Despite the success of the 750 Kawasaki on the race track, the big sellers in this class have been the more middle of the road bikes, Honda and Suzuki 750's.

So we see that the original rules achieved what was considered desirable at the time and, as such, were good rules, made in the best interests of all concerned.

With the big Castrol six

hour production race coming up there have been suggestions by some people that some of the rules be amended, or relaxed, to allow motorcycles to enter that would not normally comply.

Many people feel that the original goals of standard production machine racing have been achieved and that it is now becoming a dull procession of 750 Kawasakis in the 750 class and R.D. 350 Yamahas in the 350 class.

Perhaps it is time for a change.

It may be, that introduction of new machinery, or allowing some modifications to existing bikes will inject new blood into the sport and renew interest, benefitting all those concerned.

I have been a staunch supporter of the existing rules, but I do feel that if they do not serve the interest of the sport then the rules should be modified to meet the changing circumstances and changing times.

I would very much like to hear — through your column — what other riders feel and what other officials feel on this subject. Perhaps, most important of all, what would the paying racing going public like to see.

The time may be right for a change, or it may be best left as it is. Let's hear your opinions.

D.P. O'Connor,
NEW PLYMOUTH

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